ACKNOWLEDGEMENTS

This report was assembled from data provided by the Alabama Department of Public Safety. Each accident record, whether completed by a local police officer or a member of the Alabama Highway Patrol, was sent to Montgomery and entered into a centralized database maintained by the Department of Public Safety. The data summaries were provided by the Alabama Department of Transportation, who also provided funding for this effort along with the Alabama Department of Economic and Community Affairs - Traffic Safety Section.

The report itself was created by personnel at the University of Alabama Engineering Research Laboratory. Statistical information was augmented by the Critical Analysis Reporting Environment (CARE), a national award-winning computer system developed in Alabama that is now being employed to process several state and federal traffic and aviation accident/incident databases. Additional summaries of information as well as reports are available on the CARE web site:

http://care.cs.ua.edu

This site supports the online generation of summary information from the Alabama accident database. For more information on this capability or additional crash information contact:

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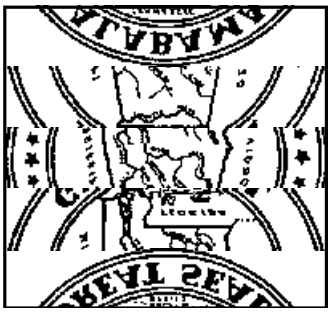
The Faculty Resource Center
The University of Alabama

ALABAMA TRAFFIC ACCIDENT FACTS



1998

Prepared Through The Cooperation Of The Following Agencies

Alabama Department of Transportation

Alabama Department of Public Safety

Alabama Department of Economic and Community Affairs

Alabama Department of Education

Dedicated to those people in Alabama working in traffic safety activities.

Table of Contents

1998
QUICK FACTS

	The 1998 Toll	1998 vs 1997
Persons Killed	1,071	down 10%
Persons Injured	47,310	down 4%
Reported Accidents	137,509	down 1%
Miles Travelled	55,200,000,000	up 3%

There were 1,071 people killed in 956 fatal accidents.

One traffic accident was reported every 229 seconds.

One person was injured in a traffic accident each 11 minutes and 6 seconds.

One person was killed every 8 hours and 11 minutes in a traffic accident.

Most Alabama accidents (71.3%) occurred in urban areas, but most fatalities (66.9%) occurred in rural areas.

For each person killed, there were 44.2 injured.

Of all drivers involved in fatal accidents, 12.1% were age 19 or under, and 24% were under 25 years of age.

Of all fatal accidents, 44.6% occurred at night.

The 1998 pedestrian death toll was 79.

There were 34 fatalities among motorcycle or moped riders.

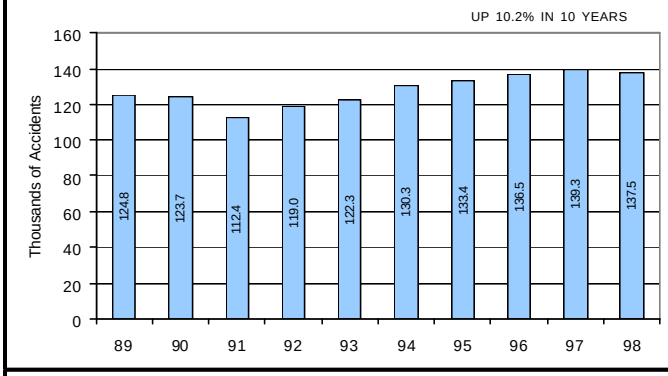
Bicyclists accounted for 5 fatalities.

Only 200 automobile fatalities (18.7%) were wearing seat belts, while the remaining 81.3% were not using seat belts.

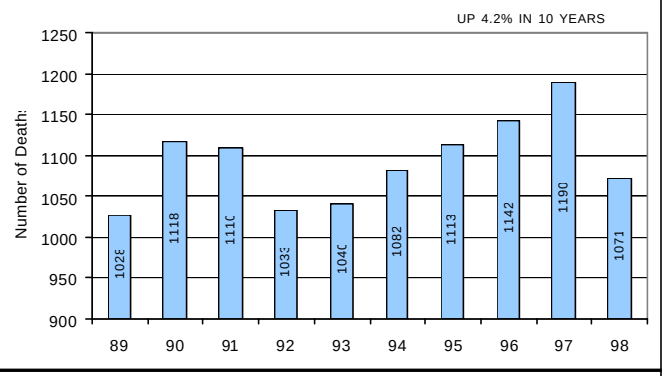
If You Are A Typical Driver In Alabama, There Is A 49.8% Probability That You Will Be Involved In An Injury Or Fatal Crash While Driving An Automobile During Your Lifetime!

TEN YEAR TRAFFIC TRENDS
1989-1998

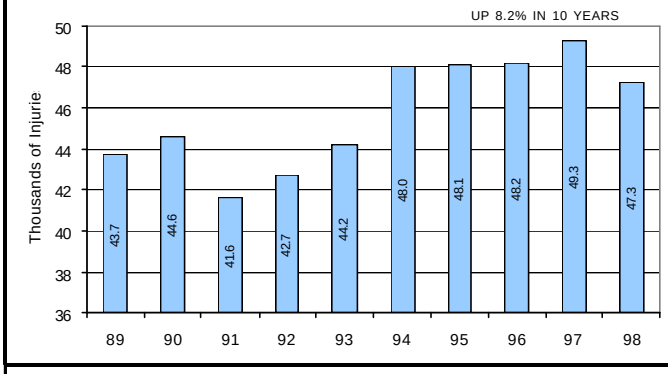
ACCIDENTS



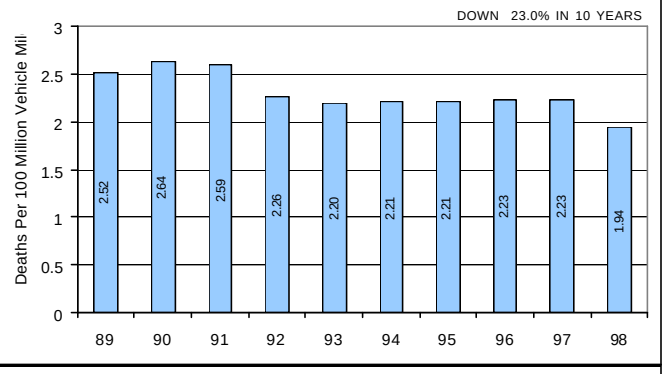
DEATHS



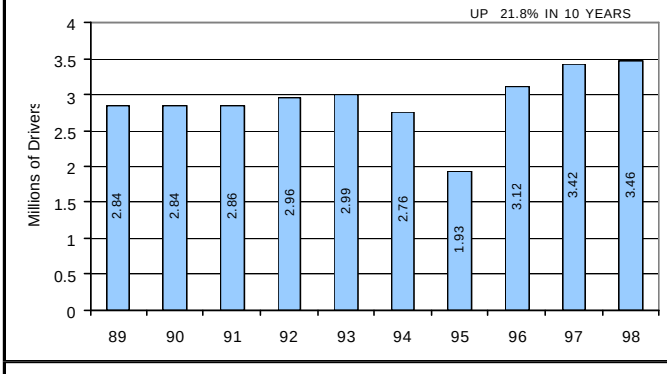
INJURIES



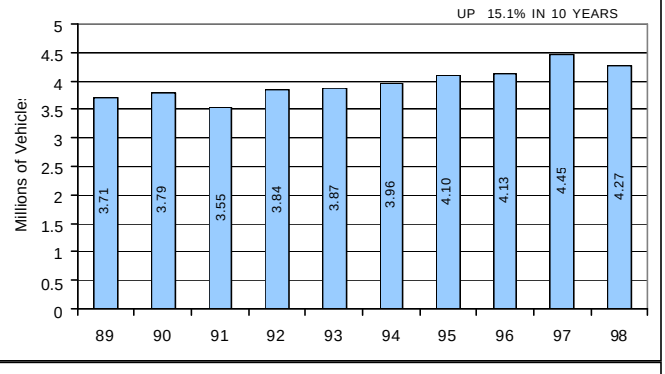
MILEAGE DEATH RATE



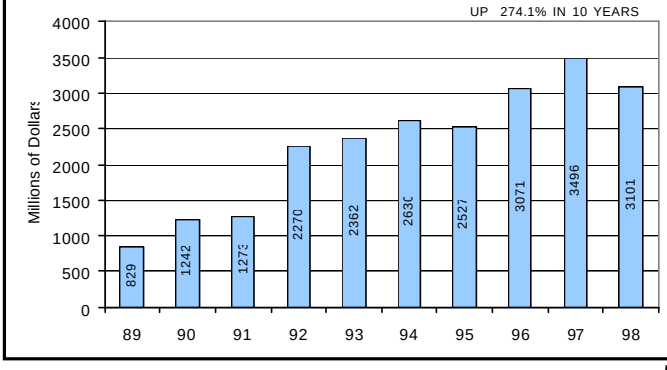
LICENSED DRIVERS



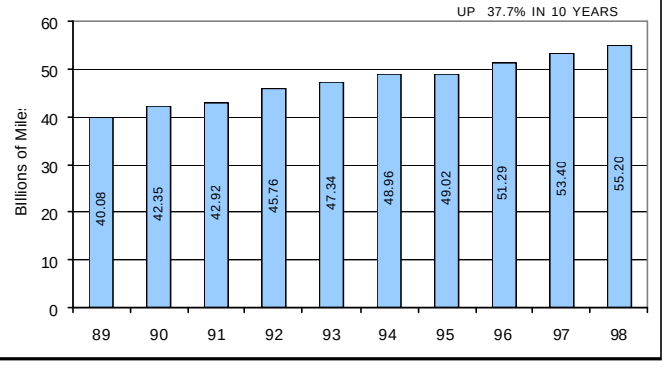
MOTOR VEHICLE REGISTRATIONS



ECONOMIC LOSS



VEHICLE MILES TRAVELLED



TIME TRENDS

DAY OF WEEK

	Accidents	%	Deaths	%
Sunday	12,784	9.3	164	15.2
Monday	20,653	15.0	141	13.2
Tuesday	20,408	14.8	128	12.0
Wednesday	19,901	14.5	128	12.0
Thursday	20,784	15.1	141	13.2
Friday	24,619	17.9	176	16.4
Saturday	18,360	13.4	193	18.0
Total	137,509	100.0	1071	100.0

MONTH OF YEAR

	Accidents	%	Deaths	%
January	11,322	8.2	96	9.0
February	10,789	7.8	77	7.2
March	11,535	8.4	83	7.7
April	11,756	8.5	80	7.5
May	11,483	8.4	85	7.9
June	10,968	8.0	94	8.8
July	11,718	8.5	94	8.8
August	11,284	8.2	88	8.2
September	11,050	8.0	75	7.0
October	11,684	8.5	88	8.2
November	11,375	8.3	97	9.1
December	12,545	9.1	114	10.6
Total	137,509	100.0	1071	100.0

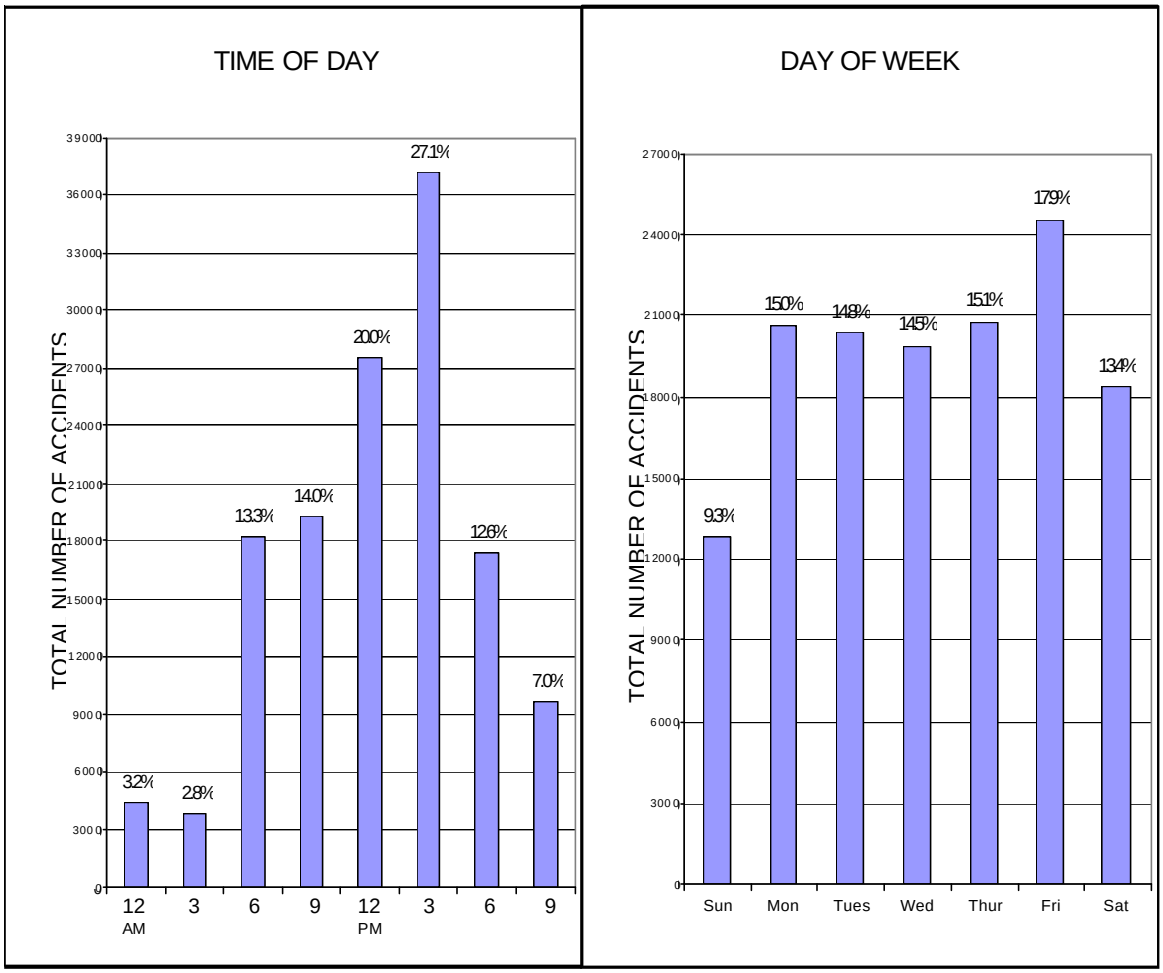
Be careful not to start your weekend with an accident. The most accident-prone period is Friday afternoon.

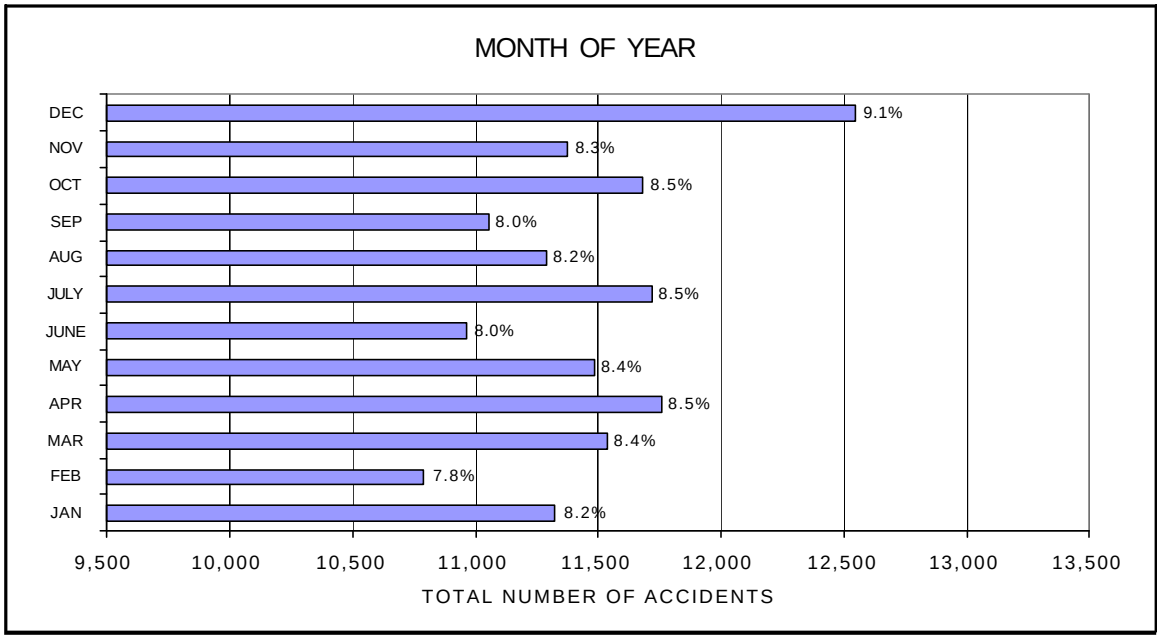
Anytime Is
Time to Buckle Up!

TIME OF DAY

	Accidents	%	Deaths	%
Midnight	1,695	1.2	29	2.7
1:00am	1,410	1.0	39	3.6
2:00am	1,302	0.9	38	3.5
3:00am	1,086	0.8	21	2.0
4:00am	1,057	0.8	23	2.1
5:00am	1,706	1.2	25	2.3
6:00am	3,235	2.4	34	3.2
7:00am	8,982	6.5	49	4.6
8:00am	6,042	4.4	28	2.6
9:00am	5,414	3.9	36	3.4
10:00am	6,195	4.5	47	4.4
11:00am	7,679	5.6	46	4.3
Noon	9,360	6.8	44	4.1
1:00pm	8,672	6.3	54	5.0
2:00pm	9,451	6.9	64	6.0
3:00pm	13,176	9.6	58	5.4
4:00pm	11,948	8.7	53	5.0
5:00pm	12,130	8.8	63	5.9
6:00pm	7,675	5.6	63	5.9
7:00pm	5,307	3.9	62	5.8
8:00pm	4,386	3.2	53	5.0
9:00pm	3,862	2.8	45	4.2
10:00pm	3,163	2.3	54	5.0
11:00pm	2,576	1.9	43	4.0
Total	137,509	100.0	1071	100.0

TIME TRENDS


TIME OF DAY
TOTAL NUMBER OF ACCIDENTS
39000
36000
33000
30000
27000
24000
21000
18000
15000
12000
9000
6000
3000
0
3.2%
2.8%
13.3%
14.0%
20.0%
27.1%
12.6%
7.0%
12 AM
3
6
9
12 PM
3
6
9
DAY OF WEEK
TOTAL NUMBER OF ACCIDENTS
27000
24000
21000
18000
15000
12000
9000
6000
3000
0
9.3%
15.0%
14.8%
14.5%
15.1%
17.9%
13.4%
Sun
Mon
Tues
Wed
Thur
Fri
Sat


MONTH OF YEAR
DEC
NOV
OCT
SEP
AUG
JULY
JUNE
MAY
APR
MAR
FEB
JAN
9.1%
8.3%
8.5%
8.0%
8.2%
8.5%
8.0%
8.4%
8.5%
8.4%
7.8%
8.2%
9,500
10,000
10,500
11,000
11,500
12,000
12,500
13,000
13,500
TOTAL NUMBER OF ACCIDENTS

TYPES OF CRASHES

FIRST HARMFUL EVENT

	FATALITIES	INJURIES	ACCIDENTS	% OF ACCIDENTS
HIT OTHER VEHICLE	472	32,875	101,576	73.9
HIT FIXED OR OTHER OBJECT	291	6,640	15,021	10.9
OVERTURNING	77	1,669	2,195	1.6
OTHER NON-COLLISION	7	207	1,534	1.1
HIT ANIMAL	4	304	3,031	2.2
HIT PEDESTRIAN	74	576	633	0.5
HIT PEDALCYCLIST	4	190	229	0.2
HIT RAILWAY TRAIN	11	56	107	0.1
HIT PARKED VEHICLE	14	471	4,229	3.1
ALL OTHER	117	4,331	8,954	6.5
TOTAL	1,071	47,310	137,509	100.0

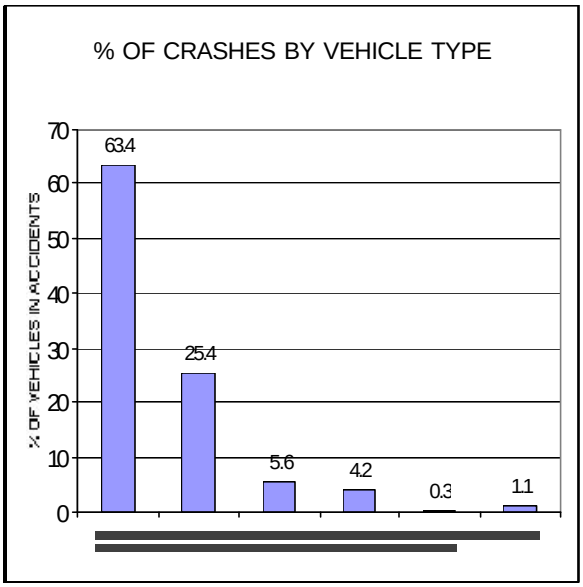
VEHICLE TYPE

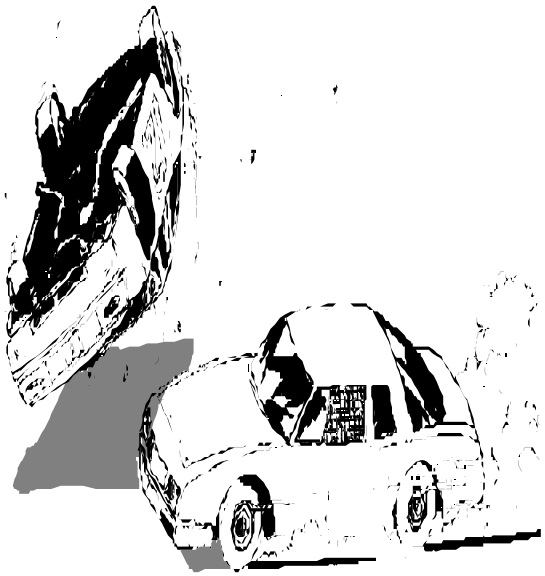
	VEHICLES INVOLVED IN ACCIDENTS	% OF VEHICLES
AUTO	161,048	63.4
PICK-UP	64,500	25.4
VAN	14,170	5.6
TRUCK	10,544	4.2
MOTORCYCLE/MOPED	778	0.3
OTHER	2,861	1.1
TOTAL	253,901	100.0

The typical Alabama traffic accident occurs between two autos when one of the drivers fails to yield the right of way.

HAZARDOUS CARGO

	ACCIDENTS	%
EXPLOSIVE	16	5.8
GAS/FLAMMABLE	218	79.0
POISON	38	13.8
RADIOACTIVE	4	1.4
TOTAL	276	100.0

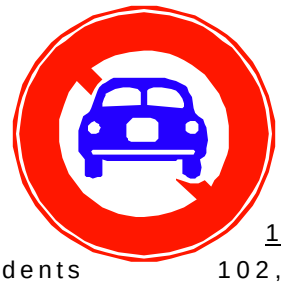




TYPES OF CRASHES

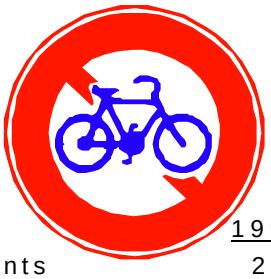
BY FIRST HARMFUL EVENT

Hit Other Vehicle



	1997	1998
Accidents	102,466	101,576
Injuries	34,488	32,875
Fatalities	544	472

Hit Bicycle

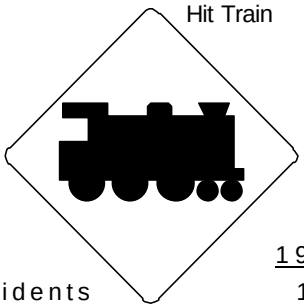


	1997	1998
Accidents	237	229
Injuries	192	190
Fatalities	8	4

Hit Pedestrian

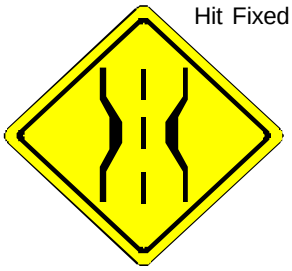
	1997	1998
Accidents	666	633
Injuries	606	567
Fatalities	72	74

Hit Train



	1997	1998
Accidents	110	107
Injuries	63	56
Fatalities	19	11

Hit Fixed Object



	1997	1998
Accidents	15,706	15,021
Injuries	6,973	6,640
Fatalities	325	291

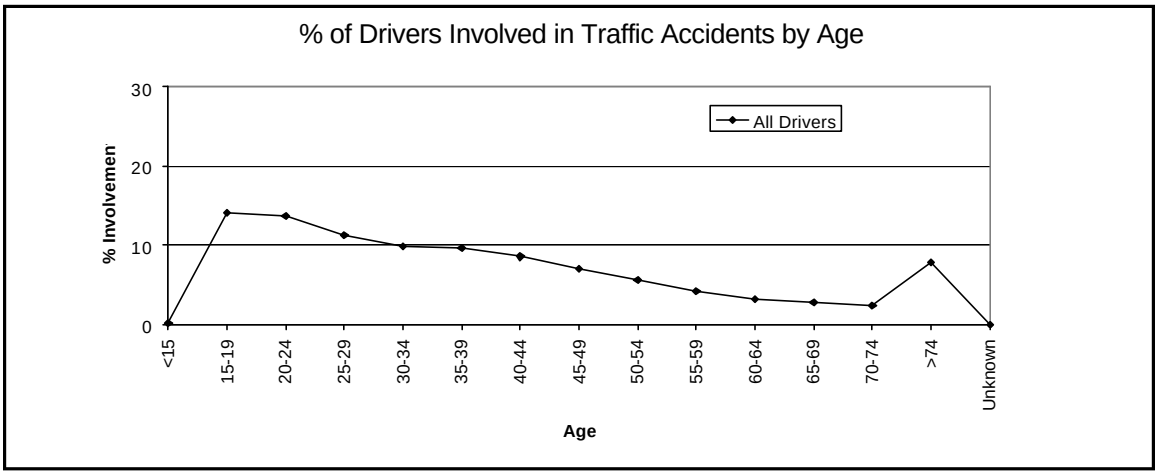
All Others

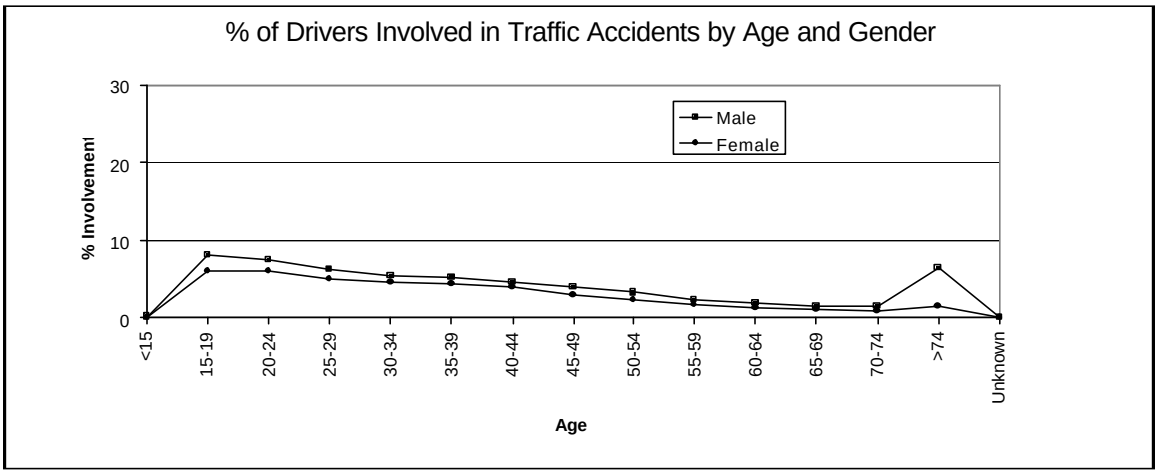
	1997	1998
Accidents	20,160	19,943
Injuries	6,949	6,982
Fatalities	222	219

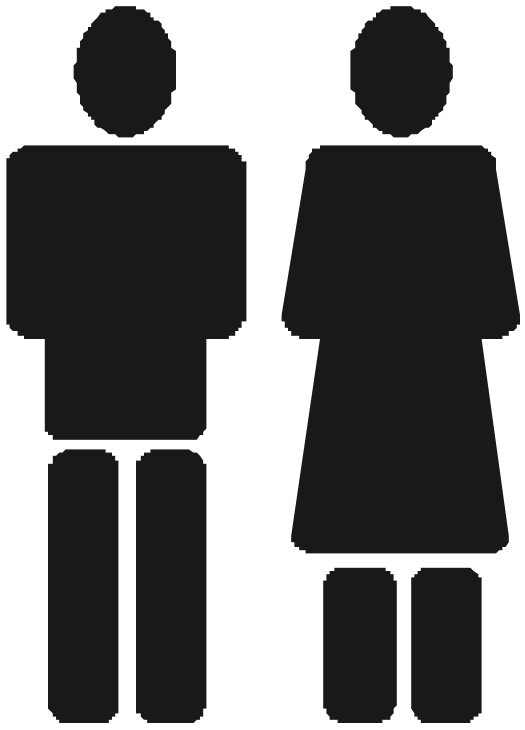
Totals

	1997	1998
Accidents	139,345	137,509
Injuries	49,271	47,310
Fatalities	1,190	1,071

INVOLVEMENT BY AGE AND GENDER







Ages of Fatalities

Age	Number of Persons Killed	Age	Number of Persons Killed	Age	Number of Persons killed
1	9	(10-14)	29	28	26
2	2	15	11	29	24
3	3	16	32	(25-29)	107
4	4	17	30	(30-34)	87
(1-4)	18	18	50	(35-39)	106
5	1	19	23	(40-44)	76
6	1	(15-19)	146	(45-49)	54
7	9	20	25	(50-54)	60
8	4	21	25	(55-59)	52
9	3	22	29	(60-64)	34
(5-9)	18	23	22	(65-69)	42
10	2	24	15	(70-74)	38
11	3	(20-24)	116	>74	85
12	6	25	22	Unknown	3
13	3	26	22		
14	15	27	13		

INVOLVEMENT BY AGE AND GENDER

Number of Drivers Involved in Accidents and Fatalities by Age

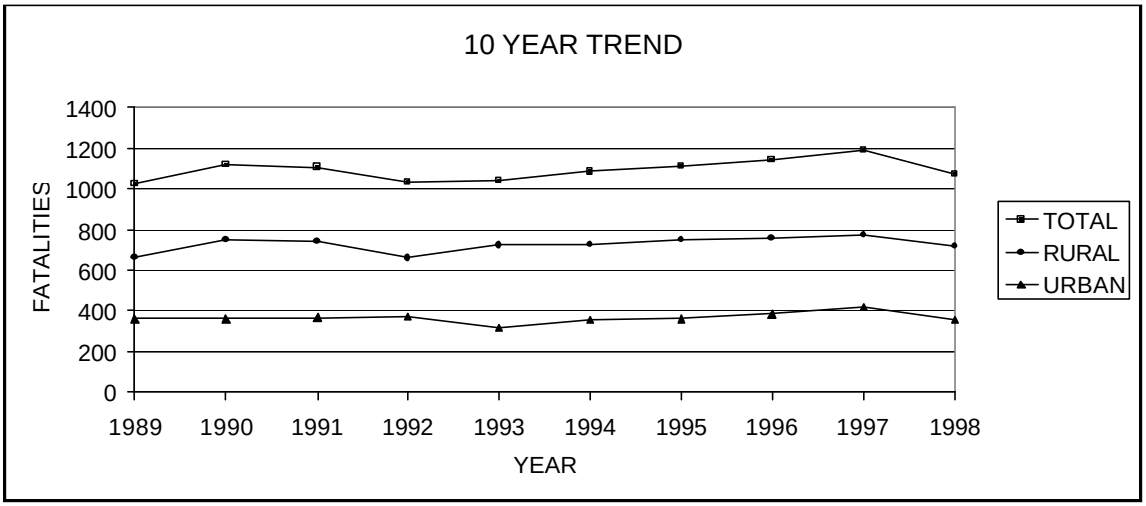
Age	Licensed Drivers	Number of Drivers Involved in Accidents	Number of Drivers Involved in Fatal Accidents
<14	0	317	2
14	305	146	2
15	28,870	575	8
16	45,576	8,100	37
17	51,856	9,007	35
18	57,320	9,461	55
19	59,070	8,544	44
(15-19)	242,692	35,687	179
20	59,496	7,825	46
21	64,548	7,391	34
22	62,362	6,824	42
23	63,372	6,462	26
24	66,036	5,951	30
(20-24)	315,814	34,453	178
25	66,810	5,733	35
26	69,632	5,858	29
27	72,946	6,014	35
28	73,600	5,822	34
29	69,862	5,209	37
(25-29)	352,850	28,636	169
(30-34)	337,569	25,142	151
(35-39)	360,076	24,623	169
(40-44)	350,968	21,853	145
(45-49)	311,244	17,717	101
(50-54)	270,091	13,974	87
(55-59)	215,183	10,473	67
(60-64)	180,744	7,991	43
(65-69)	159,226	6,966	50
(70-74)	141,840	5,823	44
>74	224,690	20,068	116
Unknown		32	0
Total	3,463,292	253,901	1,504

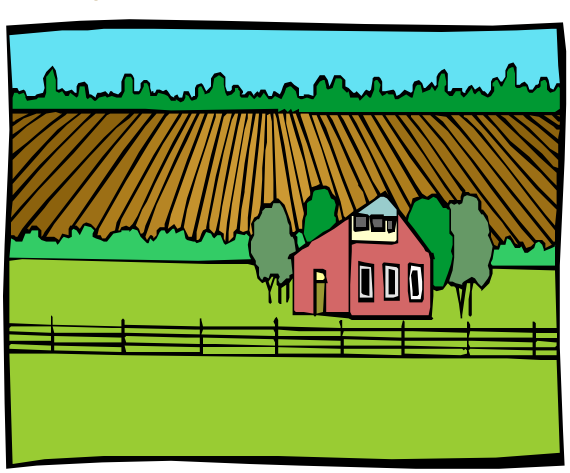
Number of Drivers Involved in Accidents and Fatalities by Gender

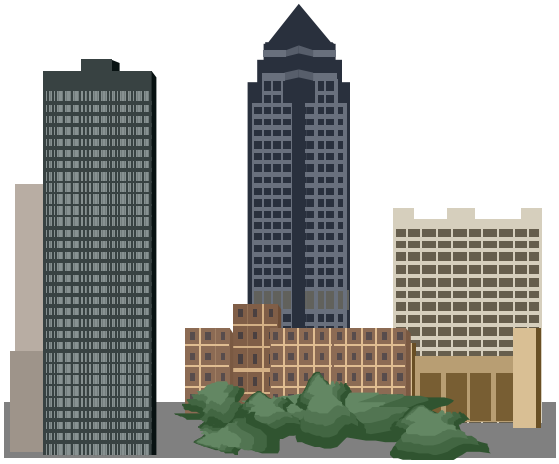
Gender	Licensed Drivers	Number of Drivers Involved in Accidents	Number of Drivers Involved in Fatal Accidents
Male	1,728,591	137,019	1,074
Female	1,734,701	106,262	392
Unknown		10,620	38
Total	3,463,292	253,901	1,504

ACCIDENT LOCATION

RURAL VS.URBAN TRAFFIC FATALITIES







10 Year Experience

Year	State Total	Rural	Urban
1989	1,028	665	363
1990	1,118	754	364
1991	1,110	742	368
1992	1,033	661	372
1993	1,040	722	318
1994	1,082	727	355
1995	1,113	749	364
1996	1,142	757	385
1997	1,190	772	418
1998	1,071	717	354

The number of RURAL fatalities decreased 7.3% in 1998.

The number of URBAN fatalities decreased 15.6% in 1998.

ACCIDENT LOCATION

Rural Locale

	Accidents	%
Open Country	30,597	77.5
Residential	4,752	12.0
Business	3,445	8.7
Industrial	316	0.8
School/Playground	242	0.6
Other	129	0.3

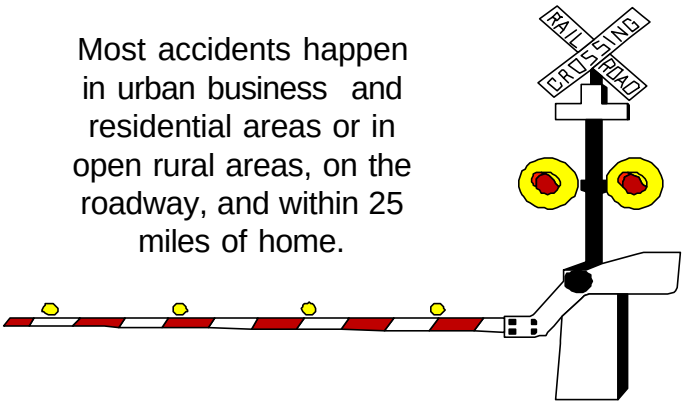
Urban Locale

	Accidents	%
Open Country	8,458	8.6
Residential	25,604	26.1
Business	56,543	57.7
Industrial	2,096	2.1
School/Playground	2,330	2.4
Other	2,997	3.1

Driver's Residence

Residence Within 25 Miles	
Yes	79.1%
No	20.9%

Most accidents happen in urban business and residential areas or in open rural areas, on the roadway, and within 25 miles of home.



Crash Location

	Accidents	%
On Roadway	81,137	59.0
Intersection	32,769	23.9
Off Roadway	22,129	16.1
Median	908	0.7
Private Road	385	0.3
Railroad Tracks	107	0
Driveway	74	0.1
Other	0	0.0

ACCIDENT ENVIRONMENT

Traffic Control

	Accidents	%
Railroad Device	210	0.2
Yield Sign	3,345	2.4
Stop Sign	12,851	9.3
Traffic Signal	26,544	19.3
Other	73,995	53.8
None	20,564	15.0

Light Condition

	Accidents	%
Day	100,117	72.8
Dawn	1,522	1.1
Dusk	3,382	2.5
Dark	16,655	12.1
Streetlights	15,564	11.3
Not Stated	269	0.2

Road Character

	Accidents	%
Level	88,935	64.7
Downgrade	16,516	12.0
Upgrade	11,749	8.5
Hillcrest	1,484	1.1
Level Curve	8,198	6.0
Curve on Hill	9,112	6.6
Not Stated	1,515	1.1

Number of Lanes

	Accidents	%
One	3,527	2.6
Two	70,862	51.5
Three	6,249	4.5
Four	39,396	28.6
Five	5,280	3.8
Six or More	10,477	7.6
Not Stated	1,718	1.2

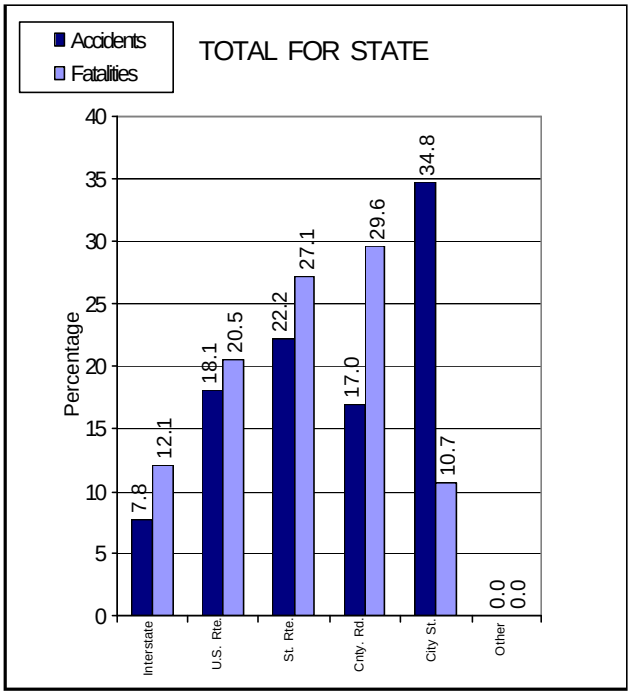
Weather

	Accidents	%
Clear	80,289	58.4
Cloudy	33,415	24.3
Rain	22,076	16.1
Snow/Sleet	229	0.2
Fog	944	0.7
Other	556	0.4

Road Condition

	Accidents	%
Dry	105,325	76.6
Wet	30,139	21.9
Icy/Slushy	512	0.4
Muddy	56	0.0
Other	1,477	1.1

TYPE OF ROADWAY



TOTAL FOR STATE

	Accidents		Fatalities	
Road Type	Number	%	Number	%
Interstate	10,740	7.8	130	12.1
U.S. Route	24,948	18.1	219	20.5
State Route	30,523	22.2	290	27.1
County	23,336	17.0	317	29.6
City	47,896	34.8	115	10.7
Other	66	0.0	0	0.0
Total	137,509	100.0	1,071	100.0

Most accidents occur on urban city streets while most fatalities happen on rural county roads.

RURAL AREAS

	Accidents		Fatalities	
Road Type	Number	%	Number	%
Interstate	4,857	12.3	92	12.8
U.S. Route	7,122	18.0	140	19.6
State Route	8,309	21.0	188	26.2
County	19,126	48.4	297	41.4
City	65	0.2	0	0.0
Other	2	0.0	0	0.0
Total	39,481	100.0	717	100.0

URBAN AREAS

	Accidents		Fatalities	
Road Type	Number	%	Number	%
Interstate	5,883	6.0	38	10.8
U.S. Route	17,826	18.2	79	22.3
State Route	22,214	22.7	102	28.8
County	4,210	4.3	20	5.6
City	47,831	48.8	115	32.5
Other	64	0.1	0	0.0
Total	98,028	100.0	354	100.0

THE DRIVER

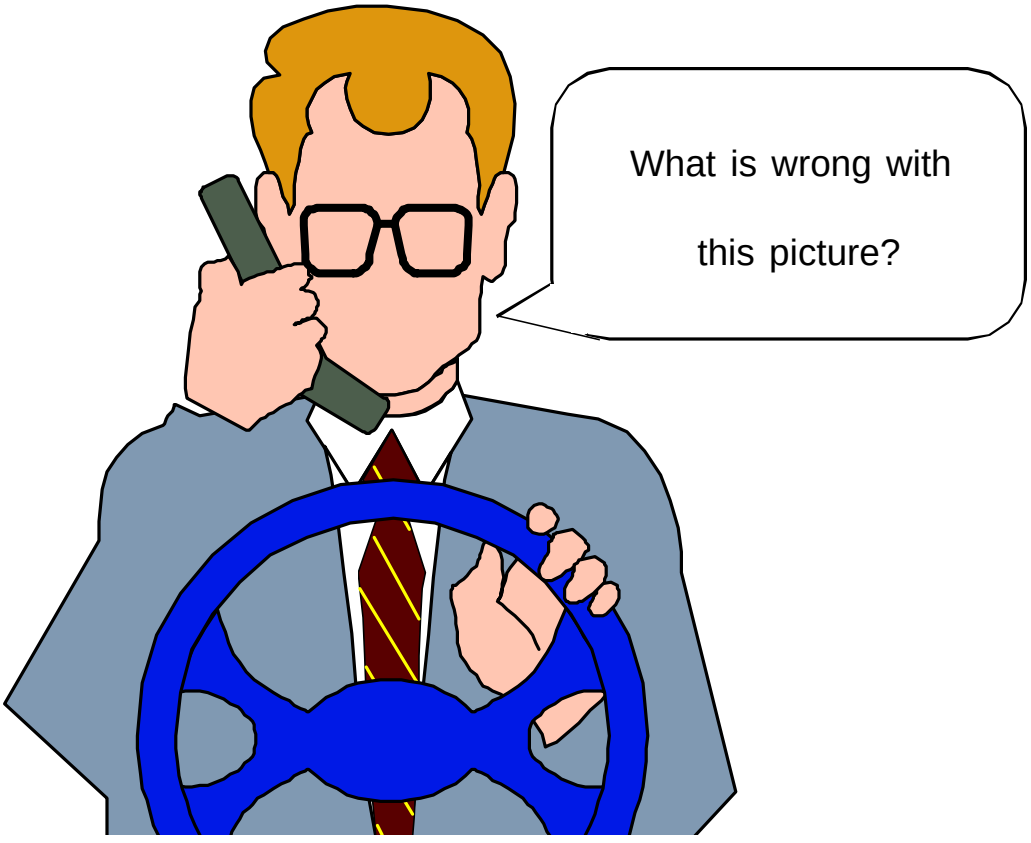
PRIMARY CAUSE OF ACCIDENTS

	Accidents	%
Failed to Yield Right of Way	22,861	16.6
Driver Not in Control	16,761	12.2
Misjudged Stopping Distance	16,082	11.7
Driving Under the Influence	4,861	3.5
Improper Backing	2,649	1.9
Failure to Heed Sign	7,053	5.1
Tailgating	12,248	8.9
Over the Speed Limit	3,096	2.3
Avoiding Object or Person	5,850	4.3
All Other	46,048	33.5

DRIVER CONDITION

	Drivers	%
No Defect	229,210	90.3
Asleep	1,851	0.7
Fatigued	377	0.1
Ill	488	0.2
Other	0	0.0
Unknown	21,975	8.7

(Alcohol related accidents are found in a separate table.)



MOTORCYCLE ACCIDENT STATISTICS

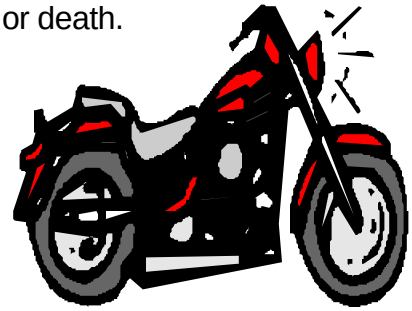
Number of Motorcyclists Involved in Accidents by Age
(includes motor scooters and mopeds)

Age	Fatalities	Injuries	Number of Motorcycles Involved in Accidents
<14	0	14	10
14	0	7	5
15	1	30	23
16	1	15	15
17	1	14	12
18	3	15	18
19	1	18	18
(15-19)	7	92	86
20	1	14	13
21	1	20	19
22	2	21	22
23	0	13	13
24	0	20	18
(20-24)	4	88	85
25	1	20	19
26	1	20	19
27	3	26	26
28	1	18	19
29	1	19	20
(25-29)	7	103	103
(30-34)	5	63	62
(35-39)	2	67	59
(40-44)	6	40	44
(45-49)	1	53	46
(50-54)	2	28	27
(55-59)	0	20	18
(60-64)	0	8	8
(65-69)	0	2	2
(70-74)	0	4	4
>74	0	3	2
Unknown	0	0	231
Total	34	592	792

TEN YEAR TREND

Year	Fatalities	Injuries	Number of Motorcycles Involved in Accidents
1988	39	1,319	1,653
1989	34	1,002	1,262
1990	30	1,040	1,355
1991	37	844	1,066
1992	34	898	1,132
1993	32	814	1,040
1994	31	769	953
1995	33	738	960
1996	32	651	862
1997	29	590	764
1998	34	592	792

The number of motorcycle accidents increased from 1997 to 1998. In 1998, 79% of these collisions resulted in injury or death.



BICYCLE ACCIDENT STATISTICS

Number of Bicyclists Involved in Accidents by Age

Age	Fatalities	Injuries
(1-4)	0	5
(5-9)	1	70
(10-14)	1	84
(15-19)	0	32
(20-24)	1	20
(25-29)	0	17
(30-34)	0	16
(35-39)	0	17
(40-44)	0	11
(45-49)	0	7
(50-54)	1	0
(55-59)	0	4
(60-64)	0	1
(65-69)	1	3
(70-74)	0	2
>74	0	0
Unknown	0	0
Total	5	289

Children aged 14 and under account for 55% of the bicycle accident injuries and 40% of the fatalities.

TEN YEAR TREND

Year	Fatalities	Injuries
1989	17	356
1990	14	346
1991	13	327
1992	8	332
1993	7	355
1994	8	363
1995	6	309
1996	6	328
1997	10	267
1998	5	289

PEDESTRIAN ACCIDENT STATISTICS

Number of Pedestrians Involved in Accidents by Age

Age	Fatalities	Injuries
(1-4)	4	39
(5-9)	5	93
(10-14)	10	90
(15-19)	2	65
(20-24)	4	57
(25-29)	8	40
(30-34)	1	46
(35-39)	7	53
(40-44)	4	50
(45-49)	8	37
(50-54)	5	36
(55-59)	6	21
(60-64)	5	19
(65-69)	3	11
(70-74)	0	16
>74	7	31
Unknown	0	1
Total	79	705

TEN YEAR TREND

Year	Fatalities	Injuries
1988	119	980
1989	81	773
1990	95	936
1991	101	739
1992	90	823
1993	81	854
1994	81	880
1995	75	853
1996	86	782
1997	86	725
1998	79	705

The number of pedestrian fatalities decreased 8.9% from 1997 to 1998 while the number of pedestrians injured fell 2.8%.

ALCOHOL AND DRUG INVOLVEMENT

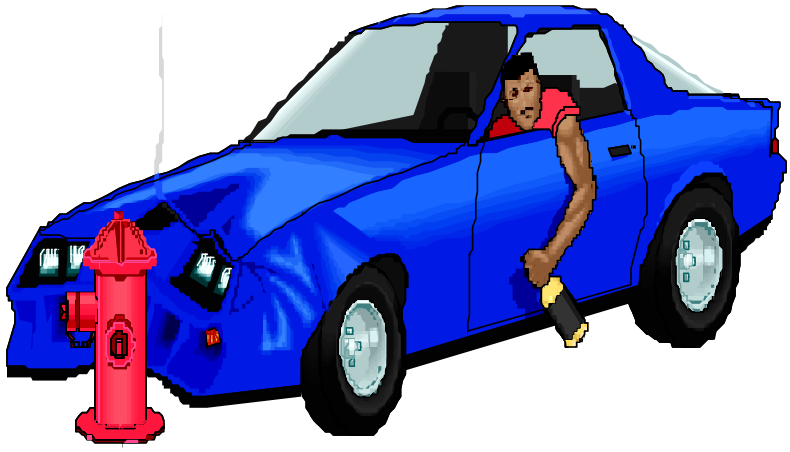
Number of Accidents Involving Drivers
Influenced by Alcohol or Drugs

Age	All Drivers	Male	Female
<14	3	3	0
14	2	2	0
15	9	7	2
16	71	56	15
17	131	106	25
18	212	182	30
19	223	196	27
(15-19)	646	547	99
20	265	233	32
21	315	278	37
22	287	245	42
23	283	237	46
24	240	214	26
(20-24)	1,390	1,207	183
25	224	182	42
26	227	192	35
27	236	193	43
28	236	191	45
29	250	215	35
(25-29)	1,173	973	200
(30-34)	1,132	893	239
(35-39)	1,230	973	257
(40-44)	1,024	828	196
(45-49)	678	568	110
(50-54)	432	369	63
(55-9)	246	214	32
(60-64)	141	127	14
(65-69)	96	90	6
(70-74)	57	52	5
>74	237	218	19
Unknown	1	1	0
Total	8,488	7,065	1,423

TIME TRENDS FOR ALCOHOL AND DRUG RELATED ACCIDENTS

	Total		Sunday		Monday		Tuesday		Wednesday		Thursday		Friday		Saturday	
	Acc.	Fatal.	Acc.	Fatal.	Acc.	Fatal.	Acc.	Fatal.	Acc.	Fatal.	Acc.	Fatal.	Acc.	Fatal.	Acc.	Fatal.
Midnight	472	12	134	5	35	0	41	1	25	2	59	1	65	1	113	3
1:00am	432	16	128	5	20	3	26	0	39	0	45	1	45	1	129	6
2:00am	445	17	144	7	21	0	23	0	35	2	43	2	53	2	126	4
3:00am	335	12	92	4	14	1	17	0	13	0	38	1	46	2	115	4
4:00am	235	4	80	3	10	0	12	0	13	0	31	0	11	0	78	1
5:00am	159	7	50	1	7	0	8	0	11	1	14	0	13	0	56	5
6:00am	119	2	41	1	11	0	5	0	5	0	14	0	7	0	36	1
7:00am	105	0	24	0	15	0	7	0	12	0	7	0	13	0	27	0
8:00am	68	4	11	1	6	0	10	0	8	0	5	1	10	2	18	0
9:00am	90	0	12	0	12	0	8	0	8	0	13	0	12	0	25	0
10:00am	89	2	19	0	6	1	7	0	8	0	10	0	16	0	23	1
11:00am	125	2	15	0	8	0	16	0	15	0	14	1	14	1	43	0
Noon	177	6	26	2	24	0	19	1	23	1	12	0	25	0	48	2
1:00pm	189	8	28	1	20	0	16	0	22	1	15	1	33	0	55	5
2:00pm	271	7	37	2	30	0	26	2	28	0	25	1	50	1	75	1
3:00pm	360	9	54	1	47	2	47	0	36	1	36	2	51	1	89	2
4:00pm	467	5	68	0	50	0	67	0	42	1	62	1	74	1	104	2
5:00pm	537	12	77	4	61	3	54	0	70	0	64	2	95	3	116	0
6:00pm	599	16	104	2	65	4	58	3	63	1	71	2	107	0	131	4
7:00pm	580	16	91	3	51	1	67	3	69	1	66	1	99	3	137	4
8:00pm	630	21	83	3	66	4	50	4	81	1	91	3	118	2	141	4
9:00pm	656	27	74	4	62	1	75	4	66	1	85	5	142	7	152	5
10:00pm	636	16	56	3	63	4	59	1	66	1	73	1	159	4	160	2
11:00pm	612	15	63	0	44	1	45	0	61	3	76	4	159	5	164	2
Total	8,388	236	1,511	52	748	25	763	19	819	17	969	30	1,417	36	2,161	58

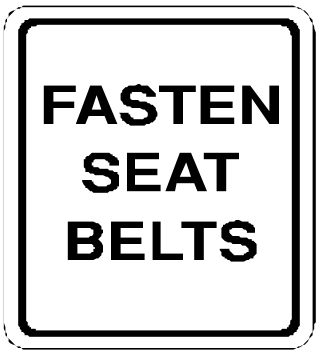
Saturday has the most alcohol related accidents and fatalities, followed closely by Sunday and Friday. The most likely hours for an alcohol related collision are between 3PM and 3AM.



License revocation appears to be the most cost-effective means of curbing alcohol- and drug-related driving offenses. *Reducing legal blood-alcohol content levels* and *limiting access to alcohol and drugs* for young drivers are effective ways to curtail these driving offenses for young people. *Community-wide efforts to curb drinking and use of drugs* are also essential.

SEAT BELT USAGE

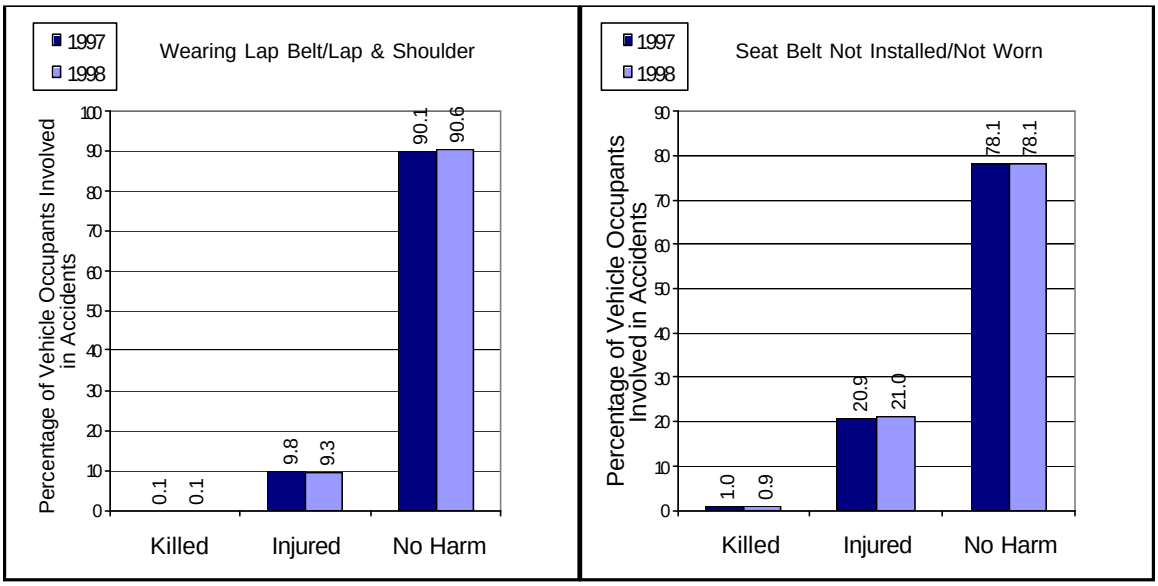
		Driver		Front Seat Passenger		Back Seat Passenger		Totals	
Belt Usage	Severity	Number	%	Number	%	Number	%	Number	%
NOT INSTALLED	Killed	45	0.8	12	0.7	11	0.1	68	0.3
	Injured	797	13.7	298	16.3	676	5.2	1,771	8.6
	No Harm	4,979	85.5	1,515	83.0	12,248	94.7	18,742	91.1
	Subtotal	5,821	100.0	1,825	100.0	12,935	100.0	20,581	100.0
NOT WEARING	Killed	361	1.5	103	1.0	43	0.6	507	1.2
	Injured	6,679	28.1	3,040	29.6	1,517	20.6	11,236	27.2
	No Harm	16,688	70.3	7,110	69.3	5,792	78.8	29,590	71.6
	Subtotal	23,728	100.0	10,253	100.0	7,352	100.0	41,333	100.0
LAP BELT ONLY	Killed	5	0.2	2	0.1	4	0.1	11	0.1
	Injured	298	10.1	147	8.1	622	8.4	1,067	8.8
	No Harm	2,638	89.7	1,658	91.8	6,790	91.6	11,086	91.1
	Subtotal	2,941	100.0	1,807	100.0	7,416	100.0	12,164	100.0
LAP & SHOULDER BELT	Killed	131	0.1	43	0.1	7	0.0	181	0.1
	Injured	15,298	9.7	4,918	9.5	1,409	6.9	21,625	9.4
	No Harm	142,999	90.3	46,672	90.4	19,082	93.1	208,753	90.5
	Subtotal	158,428	100.0	51,633	100.0	20,498	100.0	230,559	100.0



CHILD RESTRAINT USAGE

		Front Seat Occupant		Back Seat Occupant		Totals	
Type	Severity	Number	%	Number	%	Number	%
CHILD RESTRAINT USED	Killed	3	0.2	5	0.1	8	0.1
	Injured	131	8.6	565	7.1	696	7.3
	No Harm	1,388	91.2	7,409	92.9	8,797	92.6
	Subtotal	1,522	100.0	7,979	100.0	9,501	100.0
OTHER RESTRAINT USED	Killed	0	0.0	0	0.0	0	0.0
	Injured	33	20.9	41	12.3	74	15.1
	No Harm	125	79.1	292	87.7	417	84.9
	Subtotal	158	100.0	333	100.0	491	100.0
NONE USED	Killed	2	0.7	0	0.0	2	0.3
	Injured	87	31.5	95	22.2	182	25.9
	No Harm	187	67.8	332	77.8	519	73.8
	Subtotal	276	100.0	427	100.0	703	100.0

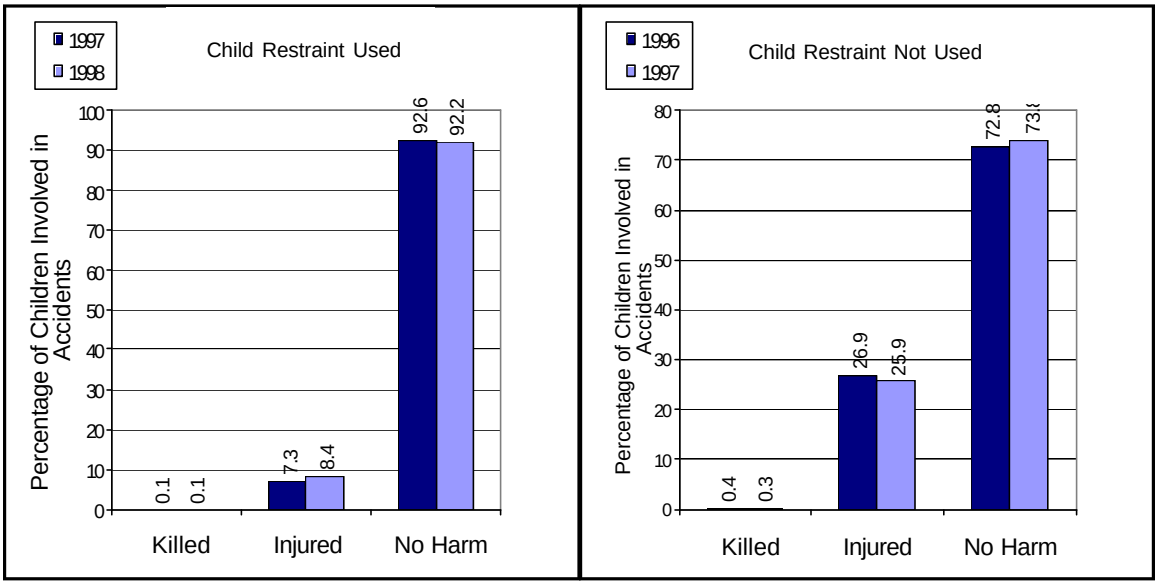
SEAT BELT USAGE



575 people were killed in automobile accidents in which they were not wearing seat belts.

13,007 people were injured in automobile accidents in which they were not wearing seat belts.

CHILD RESTRAINT USAGE



COMPARATIVE COUNTY STATISTICS

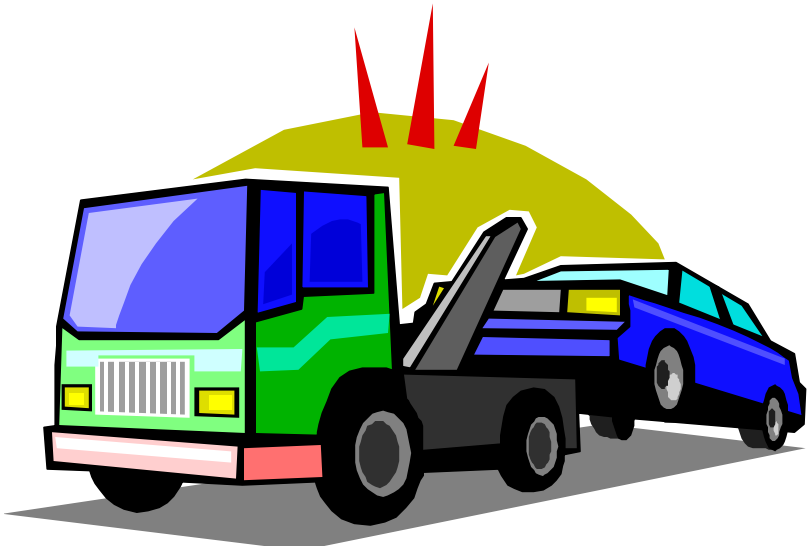
1997 vs 1998

	TOTAL ACCIDENTS FOR COUNTY						INCORPORATED AREAS OF COUNTY						RURAL AREAS OF COUNTY					
	NUMBER OF ACCIDENTS		PERSONS KILLED		PERSONS INJURED		NUMBER OF ACCIDENTS		PERSONS KILLED		PERSONS INJURED		NUMBER OF ACCIDENTS		PERSONS KILLED		PERSONS INJURED	
COUNTY	1997	1998	1997	1998	1997	1998	1997	1998	1997	1998	1997	1998	1997	1998	1997	1998	1997	1998
Jefferson	24963	25278	116	121	6908	6824	20861	21435	85	82	5391	5541	4102	3843	31	39	1517	1283
Mobile	14812	14484	79	67	4452	4520	11762	11222	30	20	3125	3092	3050	3262	49	47	1327	1428
Montgomery	10869	10545	35	45	3413	3232	9885	9496	20	32	3002	2806	984	1049	15	13	411	426
Autauga	1280	1190	17	13	525	395	796	690	2	0	280	192	484	500	15	13	245	203
Baldwin	3550	3560	32	45	1283	1194	2174	2197	10	11	617	573	1376	1363	22	34	666	621
Barbour	688	643	9	8	257	249	496	462	3	3	152	133	192	181	6	5	105	116
Bibb	306	231	13	6	184	119	48	39	0	0	19	13	258	192	13	6	165	106
Blount	1122	1042	15	10	479	477	376	341	3	0	120	135	746	701	12	10	359	342
Bullock	165	157	3	3	89	91	13	9	0	0	6	2	152	148	3	3	83	89
Butler	784	647	13	13	326	308	377	332	3	0	114	108	407	315	10	13	212	200
Calhoun	3655	3492	25	28	1317	1202	2342	2206	3	4	653	660	1313	1286	22	24	664	542
Chambers	1066	1075	18	10	377	412	584	589	6	2	191	202	482	486	12	8	186	210
Cherokee	478	446	5	9	245	263	180	159	0	4	87	102	298	287	5	5	158	161
Chilton	1020	1021	18	16	412	404	478	408	9	4	182	144	542	613	9	12	230	260
Choctaw	223	223	7	6	142	104	56	64	0	0	18	14	167	159	7	6	124	90
Clarke	594	579	12	5	272	304	312	324	2	2	118	131	282	255	10	3	154	173
Clay	188	182	4	4	152	99	34	37	1	0	21	14	154	145	3	4	131	85
Cleburne	465	450	20	12	181	162	101	94	4	0	23	27	364	356	16	12	158	135
Coffee	1096	990	14	12	464	356	716	669	7	1	237	189	380	321	7	11	227	167
Colbert	1644	1599	21	10	604	558	1213	1204	4	1	349	321	431	395	17	9	255	237
Conecuh	385	394	5	11	208	202	126	123	1	3	70	37	259	271	4	8	138	165
Coosa	256	280	6	6	167	142	12	13	0	0	7	6	244	267	6	6	160	136
Covington	887	728	14	11	371	308	640	493	5	0	230	148	247	235	9	11	141	160
Crenshaw	276	249	6	3	130	116	127	99	0	0	45	42	149	150	6	3	85	74
Cullman	2160	2343	28	20	837	744	1050	1129	5	5	286	279	1110	1214	23	15	551	465
Dale	998	946	11	3	389	328	726	650	5	1	273	181	272	296	6	2	116	147
Dallas	1587	1491	12	15	535	621	890	846	2	1	236	222	697	645	10	14	299	399
Dekalb	1655	1679	14	17	633	663	1052	1081	3	8	325	341	603	598	11	9	308	322
Elmore	1495	1487	20	14	630	616	649	699	5	4	273	226	846	788	15	10	357	390
Escambia	807	881	11	11	358	427	435	470	2	1	145	154	372	411	9	10	213	273
Etowah	3356	3277	30	22	1303	1272	2670	2596	14	8	931	875	686	681	16	14	372	397
Fayette	389	407	5	11	234	206	215	233	0	2	102	96	174	174	5	9	132	110
Franklin	675	721	3	9	322	299	395	423	0	5	154	153	280	298	3	4	168	146
Geneva	464	444	2	8	248	240	211	186	0	1	111	93	253	258	2	7	137	147
Greene	283	306	7	8	146	146	49	68	0	1	19	12	234	238	7	7	127	134
Hale	309	282	5	4	168	112	99	96	1	0	41	13	210	186	4	4	127	99
Henry	281	330	6	4	119	134	129	134	0	0	47	47	152	196	6	4	72	87
Houston	3594	3532	22	20	1639	1595	3187	3129	12	7	1396	1379	407	403	10	13	243	216
Jackson	1049	1038	26	18	470	406	546	545	8	9	220	158	503	493	18	9	250	248
Lamar	124	144	5	1	75	87	7	9	0	0	5	3	117	135	5	1	70	84
Lauderdale	2510	2532	19	17	827	791	1822	1812	4	7	472	453	688	720	15	10	355	338
Lawrence	641	724	8	14	285	345	168	144	1	1	57	55	473	580	7	13	228	290
Lee	3983	3687	26	18	1255	1196	2940	2675	9	12	830	770	1043	1012	17	6	425	426
Limestone	1750	1813	31	22	692	674	945	903	8	6	294	257	805	910	23	16	398	417
Lowndes	324	288	10	7	172	117	16	6	0	1	15	5	308	282	10	6	157	112

COMPARATIVE COUNTY STATISTICS

1997 vs 1998

	TOTAL ACCIDENTS FOR COUNTY						INCORPORATED AREAS OF COUNTY						RURAL AREAS OF COUNTY					
	NUMBER OF ACCIDENTS		PERSONS KILLED		PERSONS INJURED		NUMBER OF ACCIDENTS		PERSONS KILLED		PERSONS INJURED		NUMBER OF ACCIDENTS		PERSONS KILLED		PERSONS INJURED	
COUNTY	1997	1998	1997	1998	1997	1998	1997	1998	1997	1998	1997	1998	1997	1998	1997	1998	1997	1998
Macon	808	701	9	10	359	306	345	268	2	1	151	115	463	433	7	9	208	191
Madison	8411	8810	44	45	2703	2849	6954	7388	30	20	2014	2209	1457	1422	14	25	689	640
Marengo	463	366	9	8	219	199	238	153	0	0	44	43	225	213	9	8	175	156
Marion	788	705	11	10	402	300	523	490	4	2	222	173	265	215	7	8	180	127
Marshall	2643	2581	27	27	981	937	1955	1892	15	12	597	576	688	689	12	15	384	361
Monroe	462	493	1	6	226	260	179	194	0	1	71	103	283	299	1	5	155	157
Morgan	3652	3573	33	22	1296	1158	2690	2539	9	9	789	716	962	1034	24	13	507	442
Perry	200	201	8	2	104	110	78	67	1	0	33	27	122	134	7	2	71	83
Pickens	326	277	10	6	175	142	130	78	1	1	51	20	196	199	9	5	124	122
Pike	773	824	15	11	271	222	445	539	5	5	94	104	328	285	10	6	177	118
Randolph	374	365	6	9	179	150	140	166	0	2	59	49	234	199	6	7	120	101
Russell	2019	2105	13	20	984	936	1331	1438	7	3	557	537	688	667	6	17	427	399
St. Clair	1587	1520	22	15	627	599	711	661	3	3	250	188	876	859	19	12	377	411
Shelby	3663	3715	34	18	1057	1025	2474	2701	14	7	588	676	1189	1014	20	11	469	349
Sumter	363	338	8	7	182	162	135	104	0	3	39	26	228	234	8	4	143	136
Talladega	2088	1978	28	27	830	833	1232	1107	14	11	403	359	856	871	14	16	427	474
Tallapoosa	1138	993	17	11	512	441	773	683	7	7	311	275	365	310	10	4	201	166
Tuscaloosa	7246	7097	37	41	2496	2366	5667	5528	20	11	1633	1607	1579	1569	17	30	863	759
Walker	2202	2119	26	18	897	775	1268	1230	7	3	370	333	934	889	19	15	527	442
Washington	238	248	7	5	143	134	43	46	0	2	14	21	195	202	7	3	129	113
Wilcox	237	252	7	4	142	174	49	42	0	1	31	31	188	210	7	3	111	143
Winston	458	411	10	13	191	172	226	175	2	1	61	52	232	236	8	12	130	120



COMPARATIVE CITY STATISTICS

1997 vs 1998

	Number of Accidents		Number of Persons Killed		Number of Persons Injured	
City	1997	1998	1997	1998	1997	1998
Abbeville	66	57	0	0	26	23
Adamsville	115	128	0	1	48	51
Addison	0	0	0	0	0	0
Akron	0	5	0	0	0	2
Alabaster	603	520	2	3	156	138
Albertville	724	732	4	3	192	192
Alexander City	593	525	4	4	223	202
Aliceville	9	1	0	0	4	1
Allgood	6	3	0	0	2	1
Altoona-Blount	1	0	0	0	0	0
Altoona-Etowah	9	18	0	0	2	11
Andalusia	359	303	4	0	111	80
Anderson	0	0	0	0	0	0
Anniston	1,584	1,579	0	2	414	471
Arab	250	277	2	1	111	130
Ardmore	40	52	0	0	8	22
Ariton	1	1	0	0	0	0
Arley	0	0	0	0	0	0
Ashford	44	41	1	0	31	17
Ashland	30	29	0	0	17	13
Ashville	23	9	0	0	8	3
Athens	869	825	7	2	277	225
Atmore	101	183	1	0	29	70
Attalla	256	241	0	1	66	68
Auburn	1,701	1,572	5	7	412	371
Autaugaville	7	1	0	0	9	0
Avon	7	5	0	0	11	2
Babbie	12	11	0	0	8	5
Baileytown	8	11	0	1	12	10
Banks	1	3	0	0	0	2
Bay Minette	216	199	2	0	68	73
Bayou La Batre	90	104	0	0	20	30
Bear Creek	21	12	1	0	6	3
Beatrice	2	1	0	0	0	0
Beaverton	5	3	0	0	2	1
Belk	2	6	0	1	0	4
Bellwood	0	0	0	0	0	0
Benton	2	0	0	0	4	0
Berry	1	23	0	1	0	10
Bessemer	1,613	1,625	12	9	513	540
Billingsley	0	0	0	0	0	0
Bham-Blount	0	0	0	0	0	0
Bham-Jefferson	11,247	11,867	50	46	2,826	2,973
Bham-Shelby	33	47	1	0	7	8
Black	0	0	0	0	0	0
Blountsville	39	29	0	0	7	8
Blue Mountain	1	1	0	0	0	0
Blue Springs	1	0	0	0	0	0
Boaz-Etowah	1	2	0	0	0	1
Boaz-Marshall	467	438	3	2	139	112

	Number of Accidents		Number of Persons Killed		Number of Persons Injured	
City	1997	1998	1997	1998	1997	1998
Boligee	3	0	0	0	0	0
Bon Air	2	1	0	0	1	0
Branchville	22	17	0	0	12	2
Brantley	12	11	0	0	0	2
Brent	22	21	0	0	16	8
Brewton	244	220	1	0	91	67
Bridgeport	1	0	1	0	0	0
Brighton	122	81	0	1	33	27
Brilliant	10	2	0	0	1	0
Brookside	0	3	0	1	0	5
Brookwood	7	4	1	0	3	3
Brownsville	0	0	0	0	0	0
Brundidge	33	39	0	0	7	14
Butler	26	37	0	0	4	3
Calera	93	121	0	2	23	36
Camden	28	42	0	1	24	31
Camp Hill	1	1	0	0	0	0
Carbon Hill	44	27	0	0	6	13
Cardiff	0	0	0	0	0	0
Carolina	3	3	0	0	2	3
Carrollton	22	5	0	0	5	2
Carrville	39	28	0	0	15	15
Castleberry	7	10	0	0	1	5
Cedar Bluff	23	19	0	0	4	13
Centre	120	102	0	1	71	72
Centreville	26	16	0	0	3	5
Chatom	22	20	0	1	5	18
Cherokee	25	23	0	0	7	8
Chickasaw	159	115	0	0	40	40
Childersburg	123	107	3	1	33	20
Citronelle	47	46	1	0	23	11
Clanton	399	350	9	4	146	127
Clayhatchee	0	1	0	0	0	0
Clayton	2	0	0	0	0	0
Cleveland	47	43	1	0	19	18
Clio	2	1	0	0	1	0
Coffee Springs	1	0	0	0	4	0
Coffeeville	3	2	0	0	0	0
Collinsville	50	40	0	0	17	18
Colony	3	2	0	0	0	3
Columbia	0	0	0	0	0	0
Columbiana	108	107	1	0	37	35
Coosada	10	11	0	0	3	6
Cordova	26	30	0	0	8	7
Cottonwood	6	8	1	1	1	6
County Line-Blnt	0	0	0	0	0	0
County Line-Cov	0	1	0	0	0	1
County Line-Jeff	0	1	0	0	0	1
Courtland	14	7	0	0	7	0
Cowarts	25	21	1	1	16	3

COMPARATIVE CITY STATISTICS

1997 vs 1998

	Number of Accidents		Number of Persons Killed		Number of Persons Injured	
City	1997	1998	1997	1998	1997	1998
Creola	45	54	2	0	16	22
Crossville	18	26	0	0	1	10
Cuba	3	2	0	0	0	0
Cullman	843	892	1	3	193	172
Dadeville	111	99	0	2	56	43
Daleville	75	106	0	0	29	31
Daphne	463	492	1	1	100	135
Dauphin Island	0	0	0	0	0	0
Daviston	2	0	0	0	2	0
Dayton	0	2	0	0	0	0
Decatur-Limes	21	15	0	4	5	9
Decatur-Morgan	2,137	2,000	3	7	642	565
Demopolis	182	120	0	0	34	29
Detroit	1	4	0	0	1	1
Dora	63	67	0	0	19	16
Dothan	3,039	3,007	7	5	1,305	1,312
Double Springs	1	1	0	0	0	1
Douglas	16	30	1	0	8	16
Dozier	1	0	0	0	0	0
Dutton	3	3	0	0	1	1
East Brewton	26	6	0	0	3	0
Eclectic	21	21	1	0	4	2
Edwardsville	0	1	0	0	0	0
Elba	72	40	0	0	33	14
Elberta	0	0	0	0	0	0
Eldridge	14	0	0	0	6	0
Elkmont	3	8	0	0	0	1
Emelle	0	0	0	0	0	0
Enterprise-Coffee	635	614	7	1	203	174
Enterprise-Dale	4	5	1	0	1	5
Epes	1	1	0	2	1	1
Ethelsville	0	0	0	0	0	0
Eufaula	485	451	3	3	151	130
Eunola	7	12	0	0	3	4
Eutaw	41	62	0	0	15	10
Eva	0	4	0	0	0	4
Evergreen	119	112	1	3	69	32
Excel	8	10	0	0	1	2
Fairfield	449	481	1	0	128	119
Fairhope	248	241	3	1	73	61
Fairview	6	18	0	0	3	15
Falkville	11	13	0	0	6	2
Faunsdale	3	0	0	0	1	0
Fayette	204	193	0	0	94	81
Five Points	0	0	0	0	0	0
Flint City	0	0	0	0	0	0
Flomaton	62	60	0	1	20	16
Florala	4	0	0	0	4	0
Florence	1,687	1,698	3	6	424	414
Foley	497	468	0	3	125	98

	Number of Accidents		Number of Persons Killed		Number of Persons Injured	
City	1997	1998	1997	1998	1997	1998
Forkland	5	4	0	0	4	2
Fort Deposit	1	1	0	1	4	3
Fort Payne	672	740	2	7	184	200
Franklin	5	7	0	0	6	5
Frisco City	2	2	0	1	1	4
Fruithurst	4	0	0	0	0	0
Fulton	2	4	1	0	3	3
Fultondale	38	135	0	1	10	44
Fyffe	0	1	0	1	0	1
Gadsen	1,751	1,730	8	3	642	572
Gainesville	1	2	0	0	0	1
Gantt	0	0	0	0	0	0
Gantts Quarry	0	0	0	0	0	0
Garden City	3	7	0	0	0	6
Gardendale	295	278	3	0	95	95
Gaylesville	5	5	0	1	2	4
Geiger	0	0	0	0	0	0
Geneva	123	94	0	0	77	50
Georgiana	38	29	2	0	16	19
Geraldine	5	10	0	0	0	2
Gilbertown	11	6	0	0	7	2
Glen Allen-Fay	2	3	0	0	2	0
Glen Allen-Mar	2	2	0	0	0	1
Glencoe	129	90	2	0	36	42
Glenwood	2	2	0	0	3	0
Goldville	0	0	0	0	0	0
Goodhope	0	0	0	0	0	0
Goodwater	12	12	0	0	7	5
Gordo	34	20	1	0	14	5
Gordon	1	3	0	0	2	2
Goshen	6	7	0	0	3	1
Grant	0	1	0	0	0	0
Graysville	32	26	1	0	25	13
Greensboro	54	53	0	0	20	6
Greenville	333	298	1	0	96	86
Grimes	12	9	0	0	3	5
Grove Hill	65	76	0	1	17	29
Gu-win	21	18	1	0	24	4
Guin	78	63	0	0	37	16
Gulf Shores	336	344	3	4	96	60
Guntersville	496	413	5	6	141	126
Gurley	18	14	0	1	7	8
Hackleburg	0	0	0	0	0	0
Haleburg	1	0	0	0	0	0
Haleyville	220	172	2	1	60	51
Hamilton	247	261	1	2	91	77
Hammondville	22	15	0	0	17	4
Hanceville	91	68	1	0	34	19
Harpersville	20	20	0	0	8	8
Hartford	1	1	0	0	1	1

COMPARATIVE CITY STATISTICS

1997 vs 1998

	Number of Accidents		Number of Persons Killed		Number of Persons Injured	
City	1997	1998	1997	1998	1997	1998
Hartselle	441	425	2	1	112	101
Hayden	9	10	0	0	10	7
Hayneville	9	5	0	0	0	2
Headland	62	77	0	0	21	24
Heath	12	9	0	0	8	0
Heflin	77	83	1	0	16	26
Helena	44	132	4	1	5	26
Henagar	36	38	0	0	6	17
Highland Lake	1	1	0	0	0	1
Hillsboro	2	0	1	0	0	0
Hobson City	5	12	0	1	1	7
Hodges	1	0	0	0	2	0
Hokes Bluff	75	71	1	0	37	31
Holly Pond	14	17	0	0	8	6
Hollywood	9	19	0	2	8	5
Homewood	1,549	1,520	0	1	308	264
Hoover-Jefferson	2,259	2,108	4	3	568	506
Hoover-Shelby	618	676	0	1	122	153
Horn Hill	0	1	0	0	0	1
Hueytown	451	467	2	5	133	122
Huntsville-Lime	11	2	1	0	4	0
Huntsville-Mad	6,333	6,712	28	17	1,846	2,021
Hurtsboro	10	4	1	0	4	2
Ider	15	11	0	0	10	8
Irondale	242	257	0	1	65	99
Jackson	151	150	1	0	63	55
Jacksons Gap	14	18	3	1	9	9
Jacksonville	368	296	0	1	99	89
Jasper	993	1,016	5	2	291	258
Jemison	34	31	0	0	24	8
Kansas	4	1	0	0	2	3
Kelly	1	0	0	0	0	0
Kennedy	1	0	0	0	2	0
Killen	37	34	0	0	19	11
Kimberly	4	9	0	0	2	2
Kinsey	19	12	0	0	5	11
Kinston-Coffee	5	2	0	0	1	0
Kinston-Cov	0	0	0	0	0	0
Kinston-Geneva	0	0	0	0	0	0
Lafayette	81	91	0	1	27	31
Lakeview	2	0	0	0	1	0
Lanett	178	210	1	0	53	65
Langston	0	1	0	0	0	0
Leeds-Jefferson	255	230	4	5	108	94
Leeds-Shelby	1	7	0	0	0	0
Leeds-St. Clair	63	49	0	1	27	18
Leesburg	26	28	0	2	7	12
Leighton	1	2	0	0	1	0
Lester	0	0	0	0	0	0
Level Plains	0	4	0	0	0	1

	Number of Accidents		Number of Persons Killed		Number of Persons Injured	
City	1997	1998	1997	1998	1997	1998
Lexington	10	9	0	0	3	6
Libertyville	4	1	0	0	4	1
Lincoln	201	183	6	8	71	62
Linden	41	17	0	0	6	8
Lineville	4	8	1	0	4	1
Lipscomb	0	0	0	0	0	0
Lisman	7	7	0	0	4	6
Littleville	1	0	0	0	0	0
Livingston	107	73	0	1	34	14
Loachapoka	4	0	0	0	2	0
Lockhart	0	0	0	0	0	0
Locust Fork	4	12	0	0	3	6
Louisville	6	10	0	0	0	3
Lowndesboro	1	0	0	0	0	0
Loxley	57	24	0	0	17	15
Luverne	106	79	0	0	42	40
Lynn	0	0	0	0	0	0
Madison-Limes	1	1	0	0	0	0
Madison-Madison	547	597	2	1	136	149
Madrid	4	4	0	0	9	4
Malvern	12	21	0	1	8	11
Maplesville	23	7	0	0	6	0
Margaret	3	4	0	0	1	0
Marion	78	67	1	0	33	27
Maytown	6	3	1	0	1	1
McIntosh	15	7	0	0	8	1
McKenzie	6	5	0	0	2	3
McMullen	0	0	0	0	0	0
Memphis	0	0	0	0	0	0
Mentone	7	8	0	0	4	1
Midfield	266	229	3	0	75	69
Midland City	68	36	0	0	27	16
Midway	9	9	0	0	4	2
Millbrook	128	187	2	4	44	67
Millport	0	0	0	0	0	0
Millry	6	19	0	1	1	2
Mobile	9,938	9,538	21	17	2,600	2,564
Monroeville	167	181	0	0	69	97
Montevallo	2	76	1	0	2	23
Montgomery	9,885	9,496	20	32	3,002	2,806
Moody	200	203	2	0	73	62
Moores Crossroad	0	0	0	0	0	0
Mooresville	0	0	0	0	0	0
Morris	19	26	0	0	12	18
Mosses	1	0	0	0	1	0
Moulton	123	105	0	1	29	41
Moundville-Hale	43	38	0	0	19	5
Moundville-Tusc	1	3	0	0	0	1
Mount Vernon	30	31	0	0	26	22
Mountain Brook	478	480	0	2	91	98

COMPARATIVE CITY STATISTICS

1997 vs 1998

	Number of Accidents		Number of Persons Killed		Number of Persons Injured	
City	1997	1998	1997	1998	1997	1998
Mountainboro	7	5	1	0	5	2
Mulga	3	4	0	0	1	7
Muscle Shoals	553	517	1	1	169	128
Myrtlewood	1	1	0	0	2	0
Napier Field	0	2	0	0	0	1
Nauvoo	3	1	0	0	1	0
Nectar	5	5	0	0	1	1
Needham	0	0	0	0	0	0
New Brockton	4	13	0	0	0	1
New Hope	56	57	0	0	25	28
New Site	13	12	0	0	6	6
Newbern	2	0	1	0	2	0
Newsome	0	0	0	0	0	0
Newton	29	8	0	0	10	5
Newville	0	0	0	0	0	0
North Courtland	1	1	0	0	0	0
North Johns	0	0	0	0	0	0
Northport	1,086	1,130	4	0	307	383
Notasulga-Lee	1	1	0	0	0	1
Notasulga-Macon	14	8	1	0	5	4
Oak Grove	31	24	2	1	13	19
Oak Hill	0	0	0	0	0	0
Oakman	2	1	1	0	0	0
Odenville	6	8	0	0	4	5
Ohatchee	7	15	0	0	0	9
Oneonta	209	183	0	0	53	65
Onycha	2	2	0	0	3	6
Opelika	1,232	1,097	4	5	415	397
Opp	224	154	0	0	73	49
Orange Beach	100	124	1	1	35	51
Orrville	2	5	0	0	1	7
Owens Crossroads	0	1	0	0	0	0
Oxford	230	165	3	0	82	41
Ozark	506	471	3	1	191	116
Paint Rock	1	2	0	0	2	1
Parrish	0	8	0	0	0	0
Pelham	940	978	5	0	223	245
Pell City	315	293	0	2	97	79
Pennington	4	7	0	0	0	3
Petrey	1	1	0	0	0	0
Phenix City	1,321	1,434	6	3	553	535
Phil Campbell	22	6	0	0	6	0
Pickensville	0	0	0	0	0	0
Piedmont	116	108	0	0	45	41
Pinckard	29	6	1	0	12	1
Pine Apple	0	0	0	0	0	0
Pine Hill	21	0	0	0	7	0
Pine Ridge	5	3	0	0	4	4
Pisgah	7	9	0	0	2	3
Pleasant Grove	137	124	0	0	36	20

	Number of Accidents		Number of Persons Killed		Number of Persons Injured	
City	1997	1998	1997	1998	1997	1998
Pollard	0	0	0	0	0	0
Powells Crossroads	23	18	0	0	1	11
Prattville-Autauga	789	689	2	0	271	192
Prattville-Elmore	39	38	0	0	29	19
Priceville	83	79	1	1	25	43
Prichard	847	763	1	1	237	221
Providence	3	6	0	0	0	4
Ragland	5	3	0	0	1	1
Rainbow City	273	249	1	3	75	66
Rainsville	149	131	0	0	64	50
Ranburne	20	10	3	0	7	1
Red Bay	62	87	0	0	29	34
Red Level	2	0	0	0	0	0
Reece City	8	4	0	0	9	0
Reform	64	51	0	1	28	12
Repton	0	1	0	0	0	0
Ridgeville	1	1	0	0	0	1
River Falls	11	1	0	0	13	0
Riverside	18	12	1	0	8	3
Riverview	2	1	0	0	2	1
Roanoke	127	156	0	2	53	47
Robertsdale	119	146	0	1	27	24
Rockford	0	1	0	0	0	1
Rogersville	55	34	0	0	20	7
Roosevelt City	0	0	0	0	0	0
Rosa	9	9	0	0	3	8
Russellville	302	326	0	5	114	117
Rutledge	5	6	0	0	0	0
Saint Florian	33	36	1	1	6	15
Samson	40	25	0	0	11	13
Sand Rock	6	5	0	0	3	1
Sanford	7	7	1	0	4	2
Saraland	519	477	5	2	146	145
Sardis City	37	52	1	1	20	14
Satsuma	71	75	0	0	16	29
Scottsboro	482	463	4	7	178	130
Section	15	21	0	0	6	2
Selma	888	841	2	1	235	215
Sheffield	382	396	2	0	104	125
Shiloh	3	1	0	0	0	2
Shorter	0	0	0	0	0	0
Silas	5	2	0	0	1	0
Siluria	0	0	0	0	0	0
Silverhill	13	13	0	0	7	2
Sipsey	3	1	0	0	0	2
Skyline	19	22	0	0	17	12
Slocomb	27	33	0	0	7	14
Snead	31	32	0	0	11	13
Somerville	18	16	3	0	4	0
Southside	102	113	0	0	22	56

COMPARATIVE CITY STATISTICS

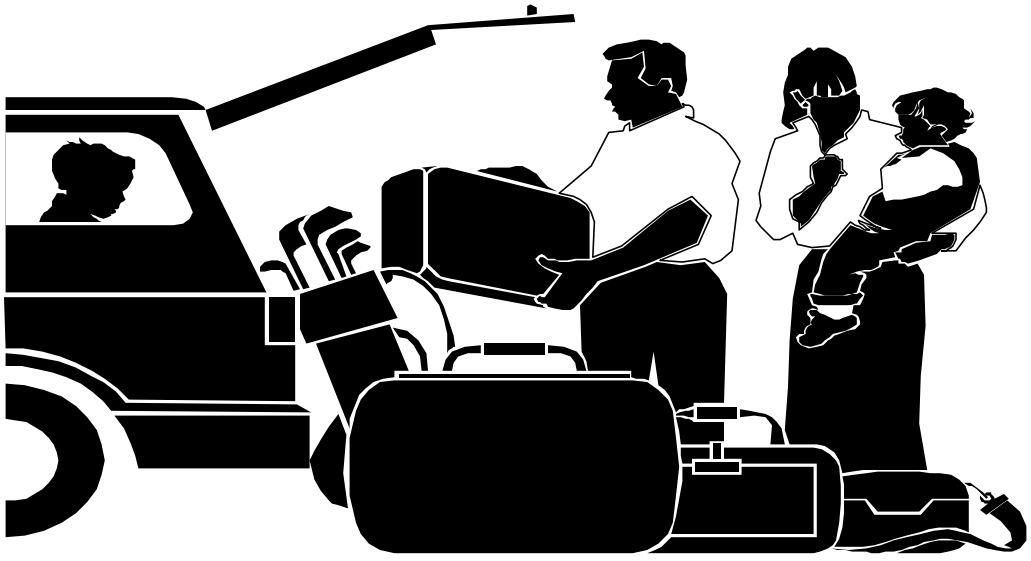
1997 vs 1998

	Number of Accidents		Number of Persons Killed		Number of Persons Injured	
City	1997	1998	1997	1998	1997	1998
Springville	35	58	0	0	11	11
Steele	8	3	0	0	3	3
Stevenson	0	0	0	0	0	0
Sulligent	0	0	0	0	0	0
Sumiton	116	78	1	1	37	34
Summerdale	33	64	0	0	18	37
Susan Moore	15	14	2	0	11	7
Sweet Water	3	6	0	0	0	2
Sylacauga	464	401	2	1	151	138
Sylvan Springs	4	2	0	0	4	0
Sylvania	38	35	0	0	16	12
Talladega	402	387	1	1	130	116
Talladega Springs	0	0	0	0	0	0
Tallassee	165	134	1	0	80	48
Tarrant City	312	301	0	2	87	111
Taylor	0	0	0	0	0	0
Thomaston	5	1	0	0	1	0
Thomasville	91	92	0	1	35	44
Thorsby	22	20	0	0	6	9
Town Creek	28	31	0	0	21	14
Toxey	3	5	0	0	2	0
Trafford	1	4	0	0	0	1
Triana	0	7	0	1	0	3
Trinity	0	2	0	0	0	1
Troy	405	490	5	5	84	87
Trussville	393	486	3	1	129	159
Tuscaloosa	4,549	4,372	15	11	1,310	1,213
Tuscumbia	251	266	1	0	68	60
Tuskegee	326	251	1	1	140	104
Union	0	2	0	1	0	0
Union Grove	2	1	0	0	6	0
Union Srings	4	0	0	0	2	0
Uniontown	0	0	0	0	0	0
Valley	325	288	5	1	111	106

	Number of Accidents		Number of Persons Killed		Number of Persons Injured	
City	1997	1998	1997	1998	1997	1998
Valley Head	7	4	1	0	0	1
Vance	24	19	0	0	13	7
Vernon	0	2	0	0	0	1
Vestavia Hills	561	551	1	3	89	89
Vina	8	4	0	0	3	2
Vincent	1	1	0	0	2	0
Vinemont	11	13	0	0	5	6
Vredenburgh	0	0	0	0	0	0
Wadley	0	0	0	0	0	0
Waldo	9	4	0	0	4	4
Walnut Grove	21	20	0	0	17	11
Warrior	9	8	0	0	4	5
Waterloo	0	1	0	0	0	0
Waverly-Chambers	0	0	0	0	0	0
Waverly-Lee	0	0	0	0	0	0
Weaver	31	28	0	0	12	1
Webb	2	3	0	0	0	3
Wedowee	10	7	0	0	2	2
West Blocton	0	1	0	0	0	0
West Jefferson	0	1	0	0	0	8
West Point	5	13	1	0	3	9
Weston	0	0	0	0	0	0
Wetumpka	286	302	1	0	113	80
Whitehall	2	0	0	0	6	0
Whites Chapel	0	0	0	0	0	0
Wilmer	0	0	0	0	0	0
Wilsonville	4	3	0	0	1	0
Wilton	1	10	0	0	2	3
Winfield-Fayette	6	8	0	0	6	1
Winfield-Marion	134	120	1	0	58	63
Woodland	3	3	0	0	4	0
Woodville	8	5	2	0	5	4
York	23	26	0	0	4	10

COMPARATIVE HOLIDAY STATISTICS
1997 vs 1998

HOLIDAY	YEAR	KILLED	PERIOD
New Year	1997	4	6PM, Tuesday, December 31,1996 until 12AM, Wednesday, January 1, 1997 (30 hrs)
	1998	14	6PM, Wednesday, December 31,1997 until 12AM, Sunday, January 4, 1998 (102 hrs)
Memorial Day	1997	28	6PM, Friday, May 23, 1997 until 12AM, Monday, May 26, 1997 (78 hrs)
	1998	11	6PM, Friday, May 22, 1998 until 12AM, Monday, May 25, 1998 (78 hrs)
July 4th	1997	16	6PM, Thursday, July 3, 1997 until 12AM, Sunday, July 6, 1997 (78 hrs)
	1998	13	6PM, Thursday, July 2, 1998 until 12AM, Sunday, July 5, 1998 (78 hrs)
Labor Day	1997	9	6PM, Friday, August 29, 1997 until 12AM, Monday, September 1, 1997 (78 hrs)
	1998	8	6PM, Friday, September 4, 1998 until 12AM, Monday, September 7, 1998 (78 hrs)
Thanksgiving	1997	7	6PM, Wednesday, November 26, 1997 until 12AM, Sunday, November 30, 1997 (102 hrs)
	1998	8	6PM, Wednesday, November 25, 1998 until 12AM, Sunday, November 29, 1998 (102 hrs)
Christmas	1997	19	6PM, Wednesday, December 24, 1997 until 12AM, Sunday, December 28, 1997 (102 hrs)
	1998	16	6PM, Thursday, December 24, 1998 until 12AM, Sunday, December 27, 1998 (78hrs)

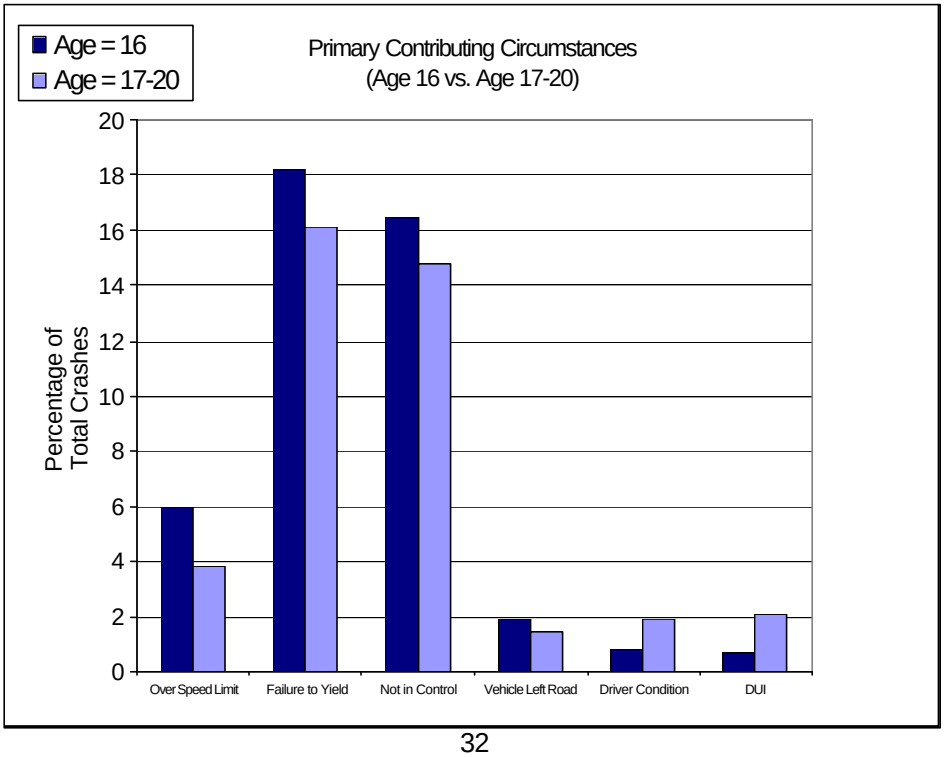


GRADUATED DRIVERS LICENSING

According to federal (NHTSA) studies, drivers aged 16-20 make up 7% of the national driving population but are involved in 14% of all traffic fatalities. On the basis of miles driven, teenagers are **three times** more likely to be involved in fatal crashes than older drivers. In Alabama, 17% of young drivers involved in fatal crashes had been drinking and over 68% of young drivers who died in crashes were not wearing seat belts. Speed was involved in over 20% of the deaths of young drivers. Thirty-three percent of fatal crashes involving young drivers occur between 9PM and 6AM. (The charts below provide an analysis of the causes of all accidents for 16 vs.17-20 year-old drivers in Alabama.)

By slowly introducing young drivers to the driving task, a GRADUATED DRIVERS LICENSING (GDL) system would allow novice drivers to gain the required driving experience under the safest of conditions. Such a system has been proposed for use in Alabama. A model for this system involves three levels of increasingly unrestricted driving based on rewards for demonstrated safe driving. Level 1 would be much like the current Alabama learners permit. It would require that the novice driver be supervised by a licensed adult who is riding in the front seat, and that 12 consecutive months of violation-free driving occur before progressing to Level 2. At Level 2, the young driver could drive unsupervised only between certain hours, and the number of passengers might also be restricted. Level 3 would relax these conditions somewhat, but would still maintain some restricitions, including the necessity for violation-free driving before being freed from the provisional status. Seatbelt use would be mandatory for *all* passengers in the vehicle at all levels.

Research is ongoing in Alabama to determine which restrictions will be most effective in preserving life, while not being an undue burden to the young drivers who are diligently trying to be safe as they acquire more driving experience. The graph below indicates that there are significant differences between 16-year-old and 17-20-year-old drivers. Three behaviors, driving over the speed limit, driver not in control, and failure to yield, are more common with the 16-year-old drivers than with the other young drivers. In addition, the 16-year-old drivers are involved in more multiple-injury, single-vehicle crashes in which their vehicle left the road. On the other hand, we find alcohol involvement increasing with age. Generally, younger drivers accept risks that older drivers avoid, and this is the single most important factor which graduated drivers licensing will address.



PRIMARY SEAT BELT LAW

Alabama's new primary seat belt law allows police to stop vehicles for seat belt infractions. A provision to add primary enforcement capabilities to the Alabama Safety Belt Act of 1991 passed the legislature and was signed into law on June 9, 1999. This provision includes a six-month educational period lasting until December 6, 1999, after which drivers can receive tickets for persons not properly restrained in their motor vehicles. The law states that all front seat occupants in vehicles designed for carrying 10 or fewer passengers must wear seat belts. The fine is up to $25, and exceptions are made for those individuals who meet certain criteria. A primary law requiring children under age four to be restrained in approved child safety seats, already existed.

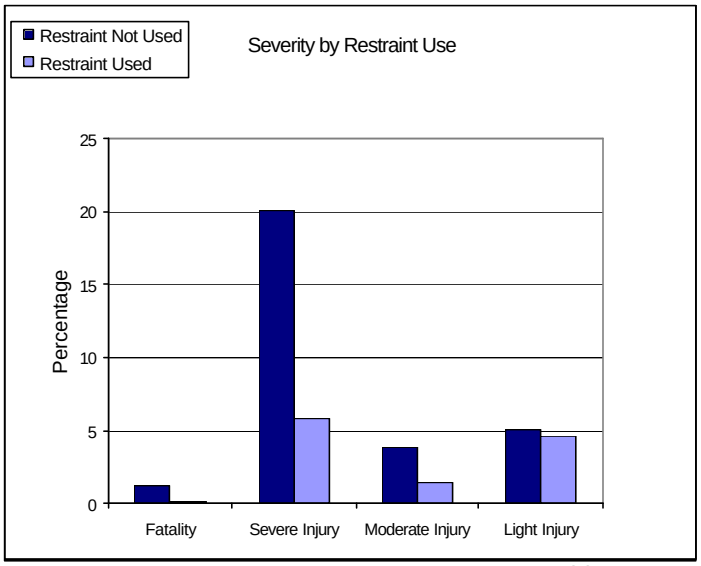
According to a survey conducted recently, the safety belt usage rate in Alabama is approximately 52%. This rate is near the bottom of estimates which range from an 88% usage rate in California to 48% usage in both Mississippi and Arkansas. States with primary seat belt laws have an average usage rate of 79%, while those without this law had an average 62% usage. A goal of at least 65% seat belt usage has been set for Alabama. It should be noted that this increase is still far below the average usage rate for states with this type of law in place.

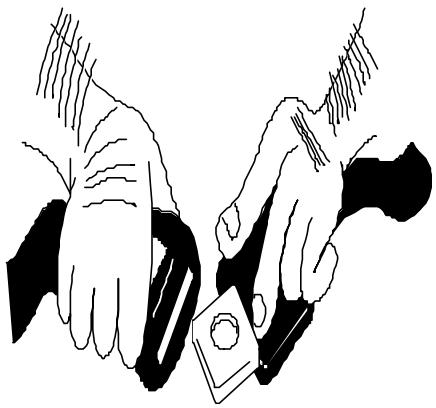
The additional costs of crashes in which occupants are unrestrained are paid by everyone through increased insurance and taxes due to 1) increased cost of Emergency Medical Services and police, 2) increased medical costs, and 3) lost productivity to society. An estimate of total personal and economic savings for one year with a 13% increase (from 52% to 65%) in the seat belt usage rate is found in the chart below (source: NHTSA Crash Cost Software). Included are medical, lost productivity, property damage, legal, insurance, administrative, and other crash-related costs.

With the passage of a Primary Seat Belt Law, use of seatbelts in North Carolina increased from 64% to 82% and fatal and serious injuries for front-seat motor vehicle occupants decreased by 14.8%.

Estimated Personal and Economic Savings Per Year With Increase in Seatbelt Usage from 52% to 65%

Severity of Accident	Reduction	Savings
Fatality	94	$71,238,934
Serious Injury	783	$45,608,967
Minor Injury	542	$1,876,946
Total	1419	$118,724,847





Alabama CAREs

No matter what information this book contains, we know that you will need something a little bit different. To provide this information to the traffic safety community in Alabama, the Critical Analysis Reporting Environment (CARE) web site has been established at:

http://care.cs.ua.edu

CARE was designed by University of Alabama researchers to apply an information discovery system to safety analysts. It won the National Highway Traffic Safety Administration (NHTSA) Public Service Award for 1995, one of the few software systems ever to win such an award. CARE uses advanced information mining techniques to provide problem identification directly from the crash database without requiring complex user intervention. It is the first crash problem identification system to be made accessible to the traffic safety community on the World Wide Web. This article provides an introduction to this page.

The following buttons are provided on the CARE home page:

Run CARE online – runs CARE directly on the Web.

Download – downloads a copy of CARE to run on your desktop computer.

Feedback – sends a message to tell us what you need and how we can improve CARE.

Example studies – provides studies on the use of CARE, problem identification, etc.

About CARE – provides background information on the history of CARE and a general overview.

Discussion group – joins an e-mail discussion group of international traffic safety professionals.

Several different crash databases may be accessed via the Web, including Alabama and the NHTSA Fatality Analysis Reporting System (FARS).

As an example, suppose that you are interested in bicycle safety. Perhaps there are several things you would like to know: the number of crashes involving bicycles in your city and county, the severity of these crashes and how the number and severity of crashes compares to other areas of the state. In addition, you would like some statewide information that would enable you to initiate a countermeasure program (although you are not sure what the crash database has to offer). You can use CARE to answer these questions. To begin, use your browser to go to the CARE web page (at http://care.cs.ua.edu) and click on "run CARE online!" Then follow the steps below:

1. Choose a data set. You can click to the right of the default data set (currently Alabama 1998 Accident Data), and see all of the choices, including several from other states and national databases. For this example, click on Alabama 1998 Accident Data.

2. Click on a filter type to continue. You might want to explore the last three options at your convenience, but for now, click on "Simple Filters." This will immediately move you to another page that has a list of filters that have already been established for your use.

3. Select a simple filter. For this example, scroll down the list of filters and click on "Bicycle." After this is selected, click on the Continue button at the bottom of the list. This will get you to the CARE processing page. There are four processes that are defined in some detail on the page itself. We will use three of these in this example.

Problem 1. How many bicycle crashes were there in my county and city?

4. Choose an analysis process. Select "frequency."

5. A list of all of the variables in the crash database is then provided. You can select up to ten to run at a time. For this example, select County and City to respond to Problem 1 above. After this be sure to click the "Continue" button at the bottom of the list. The results will follow in a tabular output ordered by county and city numbers.

Problem 2. What is their severity and how does this compare with the rest of the state?

6. Click the "Back" key at the upper left corner of the browser, until the Step 4 screen appears (Choose an analysis process). This time select "cross-tabulation." (crosstab)

7. Two lists of the crash variables appear: one for the row and one for the column of the crosstab. Generally, the best strategy is to place the longer list on the rows. Click to the right of the default to produce the list and scroll down almost to the bottom of the list. For the columns, click on "Accident Severity" which is about 13 entries up from the bottom.) For the rows, click on "County." Once everything is set, click "Continue".

8. Analyze the results. You can now look up your county and see bicycle accidents categorized by severity. If the entry is in red that indicates that it is more than 10% higher than its expectation, and if in blue then higher than expected but by less than 10%. There is a big qualifier here, however, especially for bicycle accidents. No general conclusions can be drawn if the numbers are low (especially single digits). This is the case in general for bicycle accidents since most counties have very few of them. However, you can obtain the actual numbers, which are quite useful for publicity purposes.

Problem 3. How do I get information to develop countermeasures? *(Important note: The small number of bicycle accidents in a given locality precludes these particular accidents from being useful in performing problem identification. It is much more useful to obtain information from all bicycle accidents statewide.)*

9. Click back to Step 4, as you did above (Item 6). This time select IMPACT, which will perform information mining.

10. Now select the first ten variables by holding the Ctrl down and clicking on them. You can also hold the Shift key down and highlight with the down arrow. (You might want to exclude Date of Month and Year of Accident, since these generally do not return useful information in single-year analyses.) Once you have ten or so selected, click on "Continue" as with all of the other analysis steps.

11. The IMAPCT output is true information mining in that it produces a worst-first summary for each variable selected. This is done by comparing (in this case) bicycle accidents against all other types of accidents for the variable. Since the non-bicycle accidents is a demographic measure of population and traffic density in general, this provides an excellent control so that over-representations can be easily identified. Generally, countermeasures will work best in the variable attributes (i.e., the "who, what, where, when and how" categories) that are most over-represented. The Maximum Gain column of the IMPACT output is in units of "accidents reduced." In this example, it is the measure of the number of bicycle accidents that would be reduced if some countermeasure were implemented that would reduce the over-represented attribute down to its expected value.

DEFINITIONS

The following special terms are used throughout this report, and are provided to clarify the meaning of the data.

1. Accident (or Traffic Accident): An unintended event involving a motor vehicle that causes death, injury, or property damage.

2. Alcohol Involvement Acccident: Any motor vehicle accident in which a driver, pedestrian, or bicyclist had consumed alcohol.

3. Driving Under the Influence (DUI): Current Alabama Code defines it as follows:

   (Section 35-SA-191)

   A person shall not drive or be in actual physical control of any vehicle while:

   (1) There is 0.08 percent or more by weight of alcohol in his blood:

   (2) Under the influence of alcohol:

   (3) Under the influence of a controlled substance to a degree which renders him incapable of safely driving: or

   (4) Under the combined influence of alcohol and a controlled substance to a degree which renders him incapable of safely driving.

4. Economic Loss: A reasonable estimate of the costs associated with accidents, based upon current National Safety Council estimates of the loss to society for each fatality, injury, and/or property damage accident.

5. Fatality: A person who dies as the result of a motor vehicle traffic accident. (For record-keeping purposes, the death must occur within 30 days of the accident.)

6. Fatal Accident: A motor vehicle traffic accident which causes the death of one or more persons.

7. First Harmful Event: The first event (often in a series of events) involving a motor vehicle which causes death, injury, or property damage.

8. Hit-Other-Vehicle: A type of collision in which the first harmful event involves a collision between two or more vehicles.

9. Injury: A person sustaining injuries as the result of a motor vehicle traffic accident. This includes victims with the extent of injury of severe wound, other visible injury, or complaint of pain. Victims killed are not included in the injury category.

10. Mileage Death Rate: The number of fatalities per 100 million miles of vehicle travel.

11. Motor Vehicle: Any motorized (mechanically or electrically powered) vehicle not operated on rails.

12. Other Non-Collision: An event during an accident sequence which does not involve a collision with another vehicle or object. Examples include but are not limited to collapse of a bridge, passenger inhalation of gas, or fire and/or explosion within a vehicle.

DEFINITIONS

13. Overturning: An accident in which the overturning of a vehicle was the first harmful event.

14. Pedalcycle: A non-motorized vehicle propelled by pedaling (bicycle, tricycle, etc.)

15. Primary Contributing Circumstance: The main cause of an accident.

16. Rural (or Rural Area): All areas that are not incorporated.

17. Type of Crash: The category which best describes the general type of collision which was the first event.

18. Urban (or Urban Area): Any incorporated area.

19. Vehicle Miles Travelled: The estimated total number of miles driven during the year by all vehicles within the state.

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